



messing about in **BOATS**

Special Features This Issue
"Wooden Boats Down Under" - "Big Bay De Noc"
"Exotic Starvation" - "Passagemaker Launched"

Volume 23 - Number 4

July 1, 2005



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On the Cover...

Small voats vie for space with really small boats in the boat basin at the Australian Wooden Boat Festival in Hobart, Tasmania. Lots more featured in this issue about this even from reader John Weiss.

Commentary...

Bob Hicks, Editor



I thought I might entitle this photo "Small Boat Season Opens on the Massachusetts North Shore." I took it on May 25th, midweek prior to the traditional opening of the recreational boating season around here on Memorial Day weekend. The surf pounding in on the rocky shores in the photo was at Magnolia (a part of Gloucester), about ten miles from us and a favorite spot where we go to watch the ocean when it gets boisterous. The shorefront road runs right along above the rocky coast but safely above the highest of high tides with no waterfront homes to get in the way. This is a famous bit of coastline for that headland at the left is known locally as "Norman's Woe" and was the site of the "Wreck of the Hesperus," immortalized by Nathaniel Hawthorne in classic literature.

May was not a month that will live in fond memory around here. Nineteen of the 25 days up to the 25th had been rainy, and not lovely warm spring showers either but cold, raw, northeast rains coming off the ocean. The week of May 23-27 was a solid nor'easter as a giant low was stalled off the Maine coast northeast of us, blocked by a Greenland high that wouldn't let it move on towards Europe. It just sat there whirling around and around in a giant counterclockwise spiral bringing on bands of rain and winds 20-30mph gusting to 50mph for five days. Following on all the earlier rainy days it put a damper on all the outdoor "getting the boat ready for launching" activity that normally comes in May.

New England is famed for its weather variability. Mark Twain expressed it succinctly, "If you don't like the weather here, just wait a minute." But not this past May. We waited and waited and waited... Our weather, overall, is not as severe either in heat or cold as most of the rest of the country, our blizzards cannot rival those of the Midwest winters, our summer humidity is a pale replication of the mid-Atlantic and Gulf

coasts typical summer weather, we seldom have tornadoes, severe thunderstorms blow down the occasional tree but do not upend and destroy homes. Most hurricanes miss us. So who are we to complain?

Well, I guess it is aggravating, due to its persistent orneriness, that fabled changeability too often happens at inopportune moments. Like here in my town it rained on the Memorial Day parade because of the scheduled start after noon rather than during the sunny bright blue sky morning. And when the orneriness really reared up and gave us this past May, we boat people were not the only ones adversely impacted. Gardeners couldn't garden, farmers (there are still a few around here) couldn't plant their muddy fields, and my friend who runs the local bicycle shop stood day after day in an empty store looking out at the rain. Outdoor recreation and preparations for it were at a standstill.

Couple all the rain to much colder than normal temperatures and it really gets aggravating. By May 25th our average high should have been 68 degrees, but the best it could do with all that wind blowing in over the 48 degree ocean water bringing clouds and rain was low to mid 50s, with mid 40s at times. Now, in February or early March (like at the Snow Row this year), a mid-40s day is a wonder, bright blue sky full of sunshine, heartwarming. But in mid-May, mid-40s has no sun, nossir.

So it appears our season is off to a late start. It remains to be seen what June will bring. An unfavorable omen appeared on this morning's long range weather prediction. By June 7th or 8th we are supposed to "enjoy" our first high summer humidity at 85 degrees. Whatever happened to the lovely 60s and 70s supposed to bless us in May and June that so encourage us to get outside and enjoy? May gave us rainy 50s instead, will June give us sauna 80s? We'll just have to wait a minute, I guess.

While attending Fordham University's School of International Relations wasn't a prerequisite for his job, Ipswich Police Chief Charlie Surpitski has found it useful in his daily work. The Chief came to the job almost by accident. He was already a Fellow and teaching in his chosen field when his father died on the job as chief of police. When Charlie was home for the summer in 1970, his father's replacement, Armand, asked him to take on some special service duties to help the town.

Once he was on the job, Charlie realized that police work was in his blood. He rose through the ranks of the Ipswich Police Department. He became chief in 1989, Director of Public Safety was added to his duties in 1990. The world may have lost an especially talented international negotiator or ambassador when he became a fulltime police officer in his home town, but we as a community have benefitted many times over for that decision.

Charlie Schwartz (Charlie II), the Harbor Patrolman, started on the Police Department in 1970. He began work in the Harbors Department part time in 1989 and became full time in 1991. Charlie has always been a popular name in local law enforcement, there have been as many as four at the station.

Charlie Schwartz put in several years as a Navy submariner before locating his designated vessel as Ipswich's coastal patrolman. Having shared tight quarters with his fellow submariners, Charlie II brings an uncommon courtesy to his work. A submarine's crew learns quickly to get along and work as a team. Bringing these skills to the job as enforcer of the rules of the waterways for a population that swells each summer has made his job a bit easier when dealing with a belligerent boater.

Between the Clam Cop's boat, the fire department boat, and the big patrol vessel, our coastline is well served year round. The big boat can be trailered and launched at high tide any day the river is ice free, and the aluminum skiffs can go in anytime that ice floes aren't choking the coastline. From mid May through mid December there is always full access from several launching sites to get out to assist boaters in trouble. We are fortunate to be located between two Coast Guard stations, one in Newburyport and one in Gloucester. The border between the two jurisdictions falls at Ipswich's Crane's Beach.



Window on the Water

By Chris Kaiser

Two Charlies: Masters of the Harbor

Chief Charlie made a point to say that the Coast Guard was critical in keeping the waterways safe for the boating public. Along with the Coast Guard are two other organizations that make his job easier, the Environmental Police who operate from the New Hampshire border to Gloucester, and the Coast Guard's Aids to Navigation Team that sets the buoys and channel markers. We live in an area of changing channels and shoaling bottoms that breed sand bars seemingly overnight. Without the ANT there would be no way to enjoy our waterfront safely.

Finally, there are the wonderfully trained lifeguards who monitor swimmer safety. They have saved several lives and aided injured boaters when Charlie II has needed their assistance. Perhaps this is a good place to mention another useful service, the Ipswich Harbormaster also oversees the Pump Out boat, which operates Friday through Monday. Monday is usually reserved for appointments with boats at anchor which can be serviced when no one is on board. Our water quality has steadily risen with the advent of regular service and it is now unlawful to discharge holding tanks in coastal water.

While the ANT sets the channel markers up the main part of Plum Island Sound, it is the town's responsibility to mark the smaller creeks. Charlie Schwartz does that from a 16' skiff. With an assistant handling the boat, Charlie places two dozen 20'x1" diameter galvanized steam pipes. Each pipe is fitted with the floating maker that rises and falls with the water level. These mark the Ipswich River, Gould's Creek, and the back of Eagle Hill Creek. The next time you enjoy NOT running aground as you explore these areas, remember Charlie out there at a minus tide manhandling the pipes and wiggling them into position while balancing off the stern of a rocking boat.

Most boaters are aware that the Coast Guard carries out random equipment checks aimed at keeping boaters safe. Locally, Charlie II does his own equipment checks, particularly when he finds a craft loaded with young people who, in their enthusiasm to reach the best fishing spot, may not have brought enough PFDs. His friendly reminder has likely saved several lives over the years. The currents out on the Sound are quite brisk, depending on the moon phase, we've clocked it at four knots and better. That's not a big deal if the tide is coming IN, but it can be a bit of a bother and embarrassment with the tide going OUT, you'd better be fluent in Portuguese. If you carry the correct safety items aboard you can alert Charlie and other boaters to your troubles. Working flares, smoke and dye canisters, a loud whistle, and proper personal flotation devices all combine to make your time on the water pleasant and less stressful.

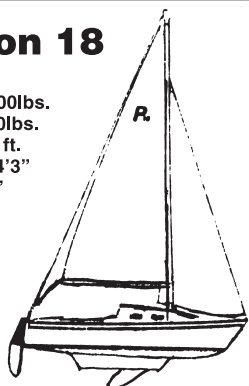
A major failing among the twenty-two hundred (yes, that is 2,200) boats crowding our local waterways is the lack of understanding of how their actions affect others sharing the water with them. There are many Sunday drivers out on any good weekend. Because there is no license required to operate a boat, every Tom, Dick, and Harriet can go out and spend their year-end bonuses on whatever flashy go-fast boat catches their eye. Charlie II hands out several tickets over the season, some are for infractions within the posted swim zones off the beaches, many are for ignoring the NO WAKE markers, and a few for operating under the influence. This last deal breaker is the one with a BIG BITE, it's tied to your automobile license. You can lose your driver's license for a DUI on the water as fast (faster?) than one on land.

(To Be Continued)

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You write to us about...

Activities & Events...

Telesmanick Regatta August 6

The Annual New England Beetle Cat Boat Association "Leo J. Telesmanick Regatta" will be sailed in Barnstable Harbor, Massachusetts, on Cape Cod at the Barnstable Yacht Club's 100th Anniversary. The Barnstable Yacht Club was founded in 1905 and was the first building located on land owned and donated by the Beale family. A couple of years later the original building was destroyed in a winter storm. A new building was built about a half mile west, up harbor, on land also owned by the Beale family. The name of the road became Beale Way. Originally it was called the Barnstable Pier Association and many years later incorporated as The Barnstable Yacht Club. Primarily it has been a sailing club with the first Beetle Cat arriving in 1930.

For further information contact Regatta Chairman Jim Kittredge at (508) 862-2772 between 6 and 9pm or write to him at 350 Straightway, Hyannis, MA 02601.

Roy Terwilliger, Harwich, MA

Adventures & Experiences...

Green with Envy

I am Irish but the reason for my green coloration is not from my heritage, it is because of my envy of that great narrator of nautical narratives, that larger than life venter of verbiage, that boatman of blarney, the one and only Robb White. He goes on about any subject he has on his mind, quaintly manipulating grammar, vocabulary, and literary style. A few readers write complaining about, or chastising him, while far more come to his defense, which means people read his material in every issue, like it or not.

On the other hand, this award winning and lovable Iowa Irishman dinghy dingy's writing, which attempts to induce a modicum of humor with nautical wisdom coupled with sailing experiences, attracts no response. No one writes a letter, a postcard, or even an e-mail praising or grumbling about my articles. I spend hours on editing, re-writing and re-thinking my thoughts. My computer keyboard is worn clear of the letters. Smoke arises from the hard drive. Yet not one single bit of comment flows my direction.

In bygone journalism classes (taught at Upper Iowa University by the Pulitzer Prize winner, David Mitchell) I learned that the key to writing is to arouse feelings, either for or against, and create an interest that arouses opinion. One of my favorite columnists is a former Navy officer who is a very conservative Republican scribbling in my hometown's weekly newspaper. I, a moderate to liberal Democrat, cannot help but read him. His columns make me red with anger, green with envy, or cold blue with frustration, but he posits interesting perspectives worthy of thought and valuable orientations from a different source than I normally study. I read him thoroughly until I no longer felt any affiliation with my hometown because of the 40 years since my leaving.

Still, Dick Shilling is my kind of writer

who makes me want to read him even if it means raising my blood pressure 40 points or so.

That darn Robb White is the same. To have many write letters means that his thoughts are cogitated upon, even if his provocations raise some ire. That is why I am green with envy.

To make matters worse, he builds great boats. I am enrolled in my first woodworking class (in my retirement) because during the post-Sputnik era anyone who seemed intelligent was shuffled off into college preparatory courses; physics, chemistry, foreign language (I got kicked out of Latin, so ended up spending a couple of years with the incorrigible Miss Cora Rueggemeier, who spent 55 years teaching German, 50 of them at Waukon High School).

Parenthetically, we used to try to obtain the answers to tests from older siblings or our parents but discovered Grandma was probably a better bet. Cora never changed her tests in half a century. Still, her demand for memorization came in handy recently at a party for a newly wed German girl who works with my wife when I, succumbing to a plethora of Miller Lite bottles, stood on a table and sang great German folks songs off key but with spectacularly correct pronunciation of high German. Being at Christmas, I further aroused magnificent attention with a collection of German carols learned under the stern rule of the old lady.

Anyway, kids like me were not allowed to enroll in woodworking, typing (strictly for girls, yeah, sure, and my undergraduate and graduate term papers, research, and theses were going to be done by my secretary???), or anything less than university oriented. Boy, physics sure helped me in my major of history and English or my graduate degrees in counseling and educational psychology. And I am forever grateful that I can solve quadratic equations or find the value of x in a formula with two unknowns. Those two in particular helped me in quest for women, comprehension of naval warfare, or enhancement of my golf game.

Because of the woodworking class and my undeniable envy of Robb White, it is my intent to build my own boat. My original dream was a 70' cruiser replete with a sauna, sushi bar, beer on tap, and the Swedish Bikini Modeling Team. Upon review of blueprints a 9' nutshell pram is more likely for my first creative adventure.

I shall keep readers apprised of my woodworking and boat building (to say nothing of my incredible ability to sail inverted) and hope only that you read me as you do Mr. White, and with eternal hope I desire that someone, anyone at least complain if no better can be realized.

Stephen D. (Doc) Regan, Cedar Rapids, IA

Information of Interest...

Plastic Welder

In the 15 May issue in "Small Scows in Both Wood & Aluminum" on Page 22, Mark White proposes making boats from sheets of thermoplastic and joining the parts using

plastic rod and an air heat gun. I hope Mark will try the plastic boats and let us know the result, but the task might be easier done using a welder made just for joining plastics. Harbor Freight Tools offers a plastic welder that plugs into 110v and which uses your shop air and rods that can be used to join PVC, PC PP, and PC ABS.

Phone (800) 423-2567 to place an order or request a catalog, or log onto <http://www.harborfreight.com>. Search for Item #41592, the welder that, as of 20 May, was listed on the website for reduced price of \$29.99, and Item #41602, pack of 50 assorted plastic rods, for \$4.99.

Sam Overman, Dahlgren, VA

Have the Summer People Corrupted New England?

Chris Kaiser's "Cold and Clammy" in her May 1 "Window on the Water" recalled for me a bygone experience. One summer in the early '60s, I walked into Snow's general store on Main St. in Orleans on Cape Cod, Massachusetts, and told the older man behind the hardware counter, "I'd like a clam rake." He recognized me as a "summer person" and replied, "Do you mean a quahog scratcher?" while pulling out the tool I was looking for.

The "clams" Chris Kaiser wrote about are quahogs. I quote *Making a Living Alongshore* by Phil Schwind, quintessential Cape Codder, Cape Cod fisherman, and shellfish warden of Orleans and Eastham for many years, writing in 1975. "The shellfish called a quahog on Cape Cod is called elsewhere a round clam, hard clam, chowder clam, cherrystone clam, littleneck clam, Mercenaria mercenaria, or, to use the older term, Venus mercenaria." Rhode Island brags of being the principal quahog fishery and the word itself is the Americanized spelling of the Narragansett Indian poquauhock.

I edged into shellfishing gradually. In the late '40s and early '50s we spent vacations in West Yarmouth on Cape Cod where we scratched quahogs with our hands and feet in Mill Creek which empties into Lewis Bay. Swimming underwater in Lewis Bay I once encountered a blue-eyed scallop (Euell Gibbons, *Stalking the Blue-Eyed Scallop*). There it was swimming by its jet propulsive method of opening and closing its shells, exposing the rim of bright blue eyes around the edge of its mantle.

In later years we rented in East Orleans and built a cottage there overlooking Nauset Beach and Pleasant Bay. Quahogs were a bit of work, but tasty blue mussels lay on the beds exposed by low tide in Town Creek. In those days taste for them had not been acquired by Americans generally and people would ask me what I was going to do with them as I gathered pails of them. Steamed, they were every bit as delicious as quahogs and as tasty as oyster stew when substituted in that recipe. Phil Schwind wrote in 1975 that some towns in Massachusetts were paying to have mussels destroyed while fishermen were making a good profit on them, especially in winter when most shellfishing is in a slump.

The purple shell of the quahog was made into tiny beads for wampum by the Indians. I once found a beautiful purple pearl in a quahog shell that I had set in a ring for my oldest daughter.

Actually, I have done my most extensive quahogging since I moved to North

Carolina in 1980. I have harvested thousands in Pages Creek right in front of my house. Every day is open season except when hurricane flooding has contaminated the creek with sewage or the one winter that a red tide invasion shut down shellfishing for a couple of months. On Sundays there was a limit of 100 per person, that has now been extended to every day for recreational catches, but while I was still able, the weekday limit was a bushel. The minimum size is 1" thick which allows a bit smaller littleneck than the 2" diameter Massachusetts ring. I have worn out several quahog scratchers bought from a guy who makes them on the Cape. The local equivalent is a five-tined garden rake. I bought a couple with fiberglass handles recently for the few visitors I have to try their hand at scratching. South of Norfolk, Virginia, the water is too warm for the delicious blue mussel to grow. We have a few tasteless ribbed mussels.

Dave Carnell Wilmington, NC

Tech Advice for Robb

It is hard to imagine that I can offer technical advice to Robb White. In his May 15 article on "Lawnmowers..." he refers to the lack of positive compression felt when rope starting a small 4-cycle engine. Every engine he mentioned, with the exception of the old Wisconsin, has some form of compression release built into the valve train. Most of them lift an inlet or exhaust valve a bit until the engine reaches some speed above normal cranking speed. This is a good news/bad news scenario. The good news is easy rope starting the engine. The bad news is it is almost impossible to determine if the overall sealing of the cylinder is good without half stripping the engine. A normal compression check with gage won't work.

I look first for Robb and then on the first of the month issue go right to Hugh Ware. Great magazine, keep it coming!

Ron Carter, Branch, MI

Projects...

The Rest of the Story

As Paul Harvey would say, "here's the rest of the story" of Mississippi Bob's "gift boat" (*MAIB*, February 1, 2005). I bought the Eddy Line San Juan for \$1,200 (list was \$2,000) in 1989 from SeaOK Outfitters in Wilmington, North Carolina, when they were going out of business. My son, Kemp, and I used this boat on the Cape Fear and Black Rivers for about a year. The two cockpits were far enough apart so that we did not have to coordinate our paddle strokes, a plus with an enthusiastic 15-year-old. I sold the boat to a good friend and *MAIB* subscriber, Michael Caliva.

Michael planned to add a sail rig. He cut the hole in the deck and epoxied the mast step to the bottom as described. He was working on the boat in his downtown Wilmington backyard. One night a neighbor heard a commotion and looked out the window in time to see three young fellows running down the street with the boat on their shoulders. We all wondered where it had gone until 15 years later the mystery was solved by Mississippi Bob's article about his "gift boat."

My friend Michael had added only the mast step, later owners must have made the more extensive modifications. Aside to Mississippi Bob, relax, Bob, this was probably Michael's boat at one time, but he doesn't want it back!

Wilkes Burdette, Atkinson, NC

This Magazine...

Just About Perfect

Just a note of appreciation. I thought your April 15 issue was just about perfect. I especially enjoyed Harold Wolfson's "Leaving the Harbor," a classic of its kind. Robb White is always welcome because he has the talent to make me smile, and sometimes when I get home after a long day of work and commuting he makes me laugh out loud spontaneously. I couldn't ask for more.

Howard Sharp, Croton-on-Hudson, NY

Enjoy the Simplest of Boats

I do enjoy your magazine and wouldn't be without it as I enjoy the simplest of boats. In 1933 at age 12 I purchased my first boat for \$10, which did get me out on the Fox River at Elgin, Illinois. A year later I managed to buy a Mead Kayak Kit for \$29.95 (money I made myself from doing almost anything). This led to various other used and abused canoes, very small sailboats, and an old Dunphy outboard with a 4-1/2hp Elto. I enjoyed each and every one.

Capt. Doug Rogers, Glenview, IL

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according to the blessings of the
Lord" (Deut 16:16)**

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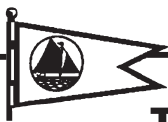
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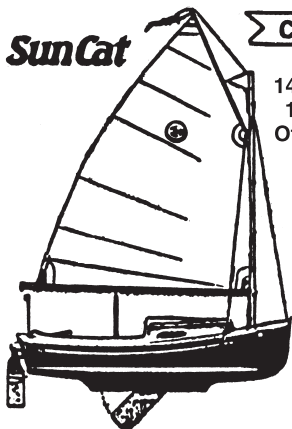
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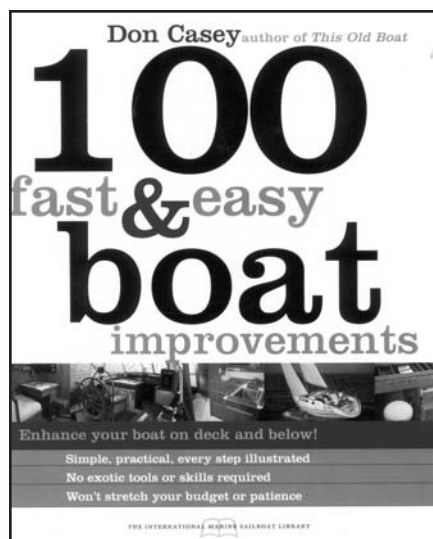


Book Review

100 Fast & Easy Boat Improvements

By Don Casey
International Marine Sailboat Library
\$14.95 US, 134p, Softbound

Reviewed by John M. Klover



Every boat owner occasionally encounters a minor annoyance related to the way his boat is constructed or arranged and most likely says to himself, "there must be a better way." Some creative thought and the expenditure of some time and effort should improve things, making boating just that much more enjoyable.

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Author-sailor Don Casey has collected one hundred such items in this delightful little book to assist in the creative thought department and perhaps inspire their installation. He tells us that this collection has been winnowed from 25 years of personal boating experience, 100 selected boating books, as well as the last 20 years of several respected boating magazines. This is certainly a formidable archive to work from.

Casey has grouped this catalog of improvement projects into seven categories based on a scale of priority from high to low. He sensibly starts with "Enhancing Safety" and progresses through "Adding Convenience," "Increasing Comfort," "Better Sailing," "Efficient Stowage," "Boat Care," and finally "The Extra Touch."

Each project is well illustrated with a series of how-to line drawings and concise explanatory text. Everything presented appears to fall within the expected capability of a reasonably handy boater with access to a garden variety collection of hand and power tools. Some of the projects involve the use of a sewing machine, a skill that may be a good excuse to get the better half involved.

Several of the projects presented are schemes to improve the locking of the interior spaces to prevent theft while the boat is not occupied. Others include getting rid of tripping hazards on deck and a man-over-board pole in case the former scheme fails. Electrical fixes to simplify wiring are presented as well as those reducing electrical-shock hazards. In my view the one most helpful is a simple standoff arrangement to eliminate the pounding of the mast by the wind-excited halyard thereby getting rid of the accompanying racket so common to any boat filled anchorage. As can be seen from this small sample, there is a project for almost any discontent.

While the author bases his projects on their application to a sailboat, many will also be useful on a power boat and therefore of interest to that boating fraternity. Of particular interest to any boater who overnights on his boat is the section on "Efficient Stowage." The goal of having a place for everything and everything in its place is certainly achievable with the implementation of these ideas and will certainly be welcomed by all those aboard. It's surprising how Casey exploits lost stowage space with minor additions to his boat.

This book is fun to browse through and there are probably a dozen items that jump to the must-do list on the first reading. It is recommended to any and all boaters who are desirous of having their boat just a bit better so that it is that much more fun.



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For those looking for a treatise on bilges and bottom paint, this isn't it. In this case "Down Under" translates to "Dun-nunda" or "Oz" or "Australia." More specifically, I recently spent some time in Tasmania (or "Tassie" to the locals). In February Ellen and I had the opportunity to take a long-planned vacation to Australia. We structured the vacation around the Australian Wooden Boat Festival which is held in Hobart, Tasmania, every two years. This is the premiere wooden boat event in Australia and attracted over 450 registered boats and almost 40,000 participants this year in a city with a population less than 200,000!

The festival is held to coincide with the three-day Regatta Day weekend, a public holiday in Tasmania. The Royal Hobart Regatta, held at the Regatta Grounds just a short walk across the central business district (CBD), was originally a rowing regatta but has evolved into a huge waterside festival including rowing and sailing races as well as other events for participants and observers. The Hobart Cup thoroughbred horse race on Monday afternoon tops off the weekend.

We flew from Melbourne to Hobart on the first afternoon of the festival. Hobart straddles the Derwent River which widens into the 20km long Blackmans Bay just below the city. At South Arm, Blackmans Bay widens into the much larger Storm Bay, which opens into the Southern Ocean about 30km further south. Hobart has a rich nautical history that includes whaling, fishing, lumbering, and recreation, and probably has the largest concentration of wooden boat enthusiasts in the country.

The Wooden Boat Festival completely takes over Constitution Dock and Kings Pier Marina immediately adjacent to Hobart's CBD, including the basin enclosed by Constitution Dock. Dinghies and other static displays, the "Quick 'n Dirty" construction area, roving chanty groups, and boatbuilders' and exhibitors' tents occupy the docks. Boats on display ranged from a wide variety of rowing dinghies to the 55' steam launch *Preana* (built in 1896, restoration almost complete), the 66' trading ketch *May Queen* (built in 1867, retired in 1973), and the 197' barque *James Craig* (built in 1874, restored 1993-2001). One-design sailboat racing is VERY popular in Tasmania and homebuilt wooden boats are very competitive. Among those represented at the Festival were the Cadet, Couta, Enterprise, Jubilee, Moth, NS14, Sabre, and Tanner classes. The 24-26' Victorian Couta sailboats, originally designed in the 19th century for fishing in the Bass Strait, are still being built and over 100 of them are actively sailed in club races.

The basin teemed with a variety of rowing, sailing, and radio-controlled boats, amazingly (to me) the "pond yachts" and the crewed boats co-existed just fine in the close quarters. The marina piers were dedicated to all those who sailed in for the festival as well as displays of larger moored boats. At the Tasmanian Museum and Art Gallery immediately across the street from the docks one wing was dedicated to the "Dinghies & Quilts" exhibit. Tasmanian boatbuilder Bill Foster and the Maritime Museum Tasmania assembled the dinghy exhibit. Many Tasmanians consider Bill to be the "father of Australian dinghies." The Channel Quilters presented the "Quilters on Board" exhibit that also highlighted maritime culture and themes.

Wooden Boats Down Under

Story and photos by John Weiss
(jrweiss@attglobal.net)



197' barque *James Craig*, built in 1874. Fully restored 1973-2001, she is now available for public and private tours and cruises.

We initially wandered the docks, taking pictures of the boats and talking with the exhibitors. We soon found Festival HQ where a helpful staff told us where to find Robert Wallis, the lone TSCA member in Tasmania. Rob had sailed up the river from his home mooring for the weekend on his 24' clinker sloop *West Wind* with his children Will and Hattie. Over dinner a few nights later at their house overlooking the Derwent we discovered that Rob grew up in a boating family in Melbourne and his wife Penny is the daughter of a well-respected rowing coach in England. They joined TSCA during a visit to Mystic Seaport several years ago when Penny was doing a medical internship in Halifax.

Sunday we met Peter Higgs, President of the Wooden Boat Guild of Tasmania (WBG), Millard Ziegler, Secretary of the WBG, and Andy Gamlin, past President of the WBG and one of the prime organizers of the Festival from its beginnings about ten years ago. WBG is one of several regional groups that make up a loose consortium called the Wooden Boat Association (WBA). WBG has about 70 members, about 30 of whom are considered "active." Peter says WBG is the largest and most active of the groups in the WBA, both because the history of wooden boats is much more deeply rooted in Tasmania than in other parts of Australia and because the cooler climate and waters are kinder to wooden hulls. WBG members recently completed a 14' Piner's Punt designed by Adrian Dean, a well-known local boatbuilder and instructor at the Wooden Boat Centre. WBG's current major project is the restoration of the 28' double-ended centerboard yacht *Terra Linna*, which was built in Hobart c. 1880. They have received one grant from the Australian National Maritime Museum for the project and are seeking additional funding.

At the "Dinghies & Quilts" exhibit, Adrian Dean gave a daily oral history session on Tasmanian dinghies, highlighting

local builders Bill Foster and Reg Fazackerley. Reg built boats until age 82 and died in 1983 at age 86. According to Adrian, a particular style of aborigine dugout canoe and the Piner's Punt are the only two boats truly indigenous to Tasmania. Loggers of the huon pine in southern Tasmanian forests used the Piner's Punt (anywhere from 12-20' long, but generally 14-18') to supply logging camps and help move logs downriver to mills and building sites. The squared-off bow of the punt allowed the boat to be brought in close to rough, rocky landing areas and provided buoyancy in the bow for a logger attempting to dislodge log jams on the river from the boat.

Of the four major native boatbuilding woods, huon, King Billy, celery top pines, and blue gum (commonly used for keels), huon pine is the wood most coveted by Tasmanian boatbuilders because it is light, durable, tight-grained, easy to work, and resistant to rot because of its high oil content. Huon pine logging is now severely restricted by Forestry Tasmania because of overlogging, so it has become very rare.

Another festival feature was a working exhibit by the Viking Ship Museum of Roskilde, Denmark. Besides continuous wood carving and rope making demonstrations, the museum shipped several replica boats to Hobart for the festival, including a 5.7m rowing boat, a 7.7m sailing/rowing boat on static display, and a 10m sailing/rowing boat that was very active on the water. The two larger boats are authentic replicas of 12th century boats, down to the materials and tools used in their construction. In 1956 several wrecks were raised from the Rosekilde fjord and used as guides in building the replicas. I was invited to row the 5.7m rowing boat which served as escort for the large boat. It was a heavy, seaworthy boat but required two rowers to make way against the wind and chop.

Monday Ellen and I drove about an hour south to Franklin to visit the Wooden Boat Centre, Tasmania (WBC) on the shore of the Huon River. WBC was founded in 1992 by John and Ruth Young, moved to the present site in 1994, and since 2000 has been operated by a non-profit community foundation called Southern Training, Employment, and Placement Solutions (STEPS). Though the Youngs no longer own the school, they are intimately involved with the Living Boat Trust, a community boating and boatbuilding organization that has a workshop right next to the WBC.

WBC is the only diploma-granting school of wooden boatbuilding in the southern hemisphere. A class of 12 students starts an immersive "lofting to launch" course every 18 months. Each student starts by building his own tool chest in an exercise designed to assess and hone his basic woodworking and artistic skills. He then builds two or three small boats, typically a hard chine skiff in stitch and glue or carvel planked construction, followed by a clinker dinghy such as the Foster 10 or a Piner's Punt. Interspersed with these individual projects, the class collectively completes a major restoration and builds a cruising yacht. Recent classes have each built 32' Lyle Hess design gaff cutters. The current yacht project is the Cloudy Bay 30 sloop newly designed by shipwright and WBC instructor Terry Lean. WBC has a working agreement with Forestry Tasmania for a continuing supply of



Piccolo sailing/rowing dory



Henley, a 16' carvel dinghy built in Melbourne c. 1880 by Edwards and Son, was occasionally used as a tender for the 55' steam launch Preana.



12' Piners Skiff built at the Wooden Boat Centre, Tasmania.

Lapstrake dinghy designed and built by Bill Foster, the "father of Australian dinghies". Bill serves as an adviser and consultant to the Wooden Boat Centre, Tasmania.



Example of an original Piner's Punt from the 1930s. Note the squared-off bow that identifies this uniquely Tasmanian boat.

Native Hobart boat builder and designer Adrian Dean talks about stems at one of his oral history sessions at the "Quilts and Dinghies" exhibit. Adrian is also a current instructor at the Wooden Boat Centre - Tasmania.



rare lumber, which is harvested from flooded forests behind hydroelectric dams.

A few days later we visited the Low Head Pilot Station and Museum. Established in 1805, the Pilot Station serves the northern Tasmanian city of Launceston, whose port is about 55km up the Tamar River. Low Head was home to the harbor pilots of the Tamar from the late 19th century through the dawn of powered pilot boats (the restored pilots' houses are now used as tourist accommodations) and continues as the base for the current pilot boats. The museum has a scale model of one of the old pilot gigs which were originally built as whaling boats between 1830 and 1877 by convicts in the Port Arthur prison (near Hobart) and used there for shore-based whaling. As many as 100 of the boats were shipped to Low Head for the pilots' use over their active years, but only a few original boats are known to remain and none are seaworthy at this time.

The station manager at Low Head is working to get one of them into the boat shop (soon to become an active shipwright service) at the Pilot Station but does not know if it can be restored to seaworthy condition or if any effort will be made to build replicas. He is also working on initial plans to sponsor a small boat festival (similar in concept to the John Gardner weekend at Mystic Seaport) at Low Head in the years alternating with the festival at Hobart. The venue is outstanding and if his plans come to fruition it should be a worthy destination.

Ellen and I started our planning for this trip back in July 2004. With the increasing popularity of the Australian Wooden Boat Festival and the overwhelming Tassie hospitality it may be worth your while to start planning NOW for the 2007 festival! Though Tasmania is roughly a triangle with sides of only 250 miles, we easily drove over 1,300 miles (2,000 km) on our ten-day excursion there. The longest straight stretch of road we could find was only 2.5km long and was "in the middle of nowhere." State and national parks and forests cover almost half the island and gravel logging roads provide the only access to some of the most interesting places. There are a lot of things to see and do, a lot of history to learn, and a lot of local wineries to visit!

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Wooden Boat Centre Tasmania: www.woodenboatcentre.com

Viking Ship Museum at Roskilde,
 Denmark: <http://www.mac-roskilde.dk>

Travel agent: Jon Darby, Tas Vacations,
www.tasvacations.com



Sail oar, and paddle-powered boats vie for space with radio-controlled "pond yachts" in the Constitution Dock basin.



Roving sea chanty group doing their thing outside festival HQ.

Quick 'n' Dirty competitors take shape on Sunday for Monday's race.





Victorian Couta boats lined up at Kings Pier Marina. Couta boats were originally Hobart designed in the late 1800s as fast, seaworthy, fishing boats for the wild waters of the Bass Strait; they range in length from 18-30', but are most commonly 24-26'. There are over 100 Couta boats currently sailing, and several under construction.



Karina, Jubilee class one-design sailboat.



Enterprise class one-design sailboat.

Shearwater class one-design sailboat.



Boom Box, 11' Cadet class one-design sailboat.

Armchair Admiral, 12'6" Sabre class one-design sailboat





This 5.7 meter Viking rowing boat is an authentic replica built to standard, including the use of authentic tool by the Viking Ship Museum at Roskilde, Denmark, from 12th Century wrecks raised from the Roskilde Fjord in 1956.

Cross section of huon pine log.



Staff volunteers from the Viking Ship Museum at Roskilde, Denmark, prepare to dock the 10 meter Viking boat after return from a harbor excursion. Both boats are authentic replicas built to standard, including the use of authentic tools, from 12th Century wrecks raised from the Roskilde Fjord in 1956.

Transom of the Terry Lean design Cloudy Bay 30 sloop currently under construction at the Wooden Boat Centre - Tasmania.





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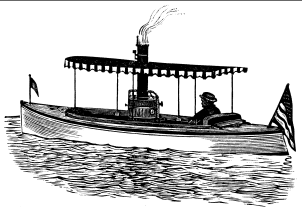
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L.S. Baldwin Box 884 Killingworth, CT 06419



There were so many people and boats at the Cedar Key gathering this May that it was mind boggling. I can't begin to make an estimate, but when Jane and I got there on Friday (the event is always scheduled for the first full weekend in May) there were automobiles and trucks with homemade roof racks and jackleg trailers all over the place. That's the way you tell the vehicle of a messer. A yahoo has to have a manufactured item with a prominent logo to haul his symbol, but people who go to these things are not concerned with indirect gratification. There was a great variety of spruce two by four artistry on display.

There were plenty of regular people there, too. Tourists were riding around in rented golf carts and on scooters ogling the sights and there was a continuous parade of SUVs making the limited circuit of all the streets of the town all the time despite the fact that Cedar Key is so small that it is possible to walk anywhere on the island and back in ten minutes. I don't understand that. If you do walk around, you'll be passed by the same car three times before you can get back with the groceries (there is a good little home style grocery store right downtown).

There was this one old rusted out Checker Cab that somebody maintains in running condition (it is easy... the guts are all old style GM) that never stopped for the whole weekend. I would have thought that it had reverted back to being a cab, but it always had the same people in it and they were always looking straight out the windshield like they were going somewhere but I could never figure out where it was.

There was also this kid on a tiny stand-up-style scooter with wheels about as big around as a jar lid. You would think that it would be pretty good transportation for that place but the thing had a tiny little engine alongside the rear wheel driving the little bitty hard tire with a knurled spool just like what drives the headlight generator on a bicycle. It would have been an interesting thing but I could not detect that the little engine provided anything but loud noise (ten times as loud as any weed eater in California) and dense smoke (about like a mosquito truck). My three-year-old granddaughter could have left that thing in the dust on the foot-kick style scooter that I found leaning up by the dumpster, but despite the fact that

Cedar Key 05

by Robb White

this thing couldn't pull any of the hills of the town (Cedar Key could pass for a miniature San Francisco) fast enough to stay upright and had to be pushed, this kid never stopped riding around on it the whole weekend. He sure looked ridiculous hunched over the handlebars to cut down on the wind resistance so he could get another mph out of it on the downhill stretches.

We had planned to bring two boats (not uncommon at this event) and I had prepared the Grumman copy by taking the floorboards up and raking the rotten worms and fish scales out and wiping the grunge off the foot of the motor. We dragged the little felucca out of its hiding place in the lumber shed where we keep it so the all-over varnish job will hold up as long as possible.

Which, I believe I'll say exactly what I think about varnish right here. I don't like it and I don't understand it either. For one thing, why in hell can't somebody invent some that will last a whole year in the hot sunshine? I mean, a 1946 airplane sits around down at the field all its life with its primitive plastic windshield in the hot sun every single day.

Clear plastic technology is like outboard motor technology. Why can't modern hotshots build an outboard motor as small and light and powerful as a 1946 Martin 60 (or a Mercury KE7), and why won't boat varnish hold up like clear coat on a car? Why won't clear coat like goes on a car hold up on a boat? What's up with that? Anyway, I used to varnish boats at the whim of customers and I varnished my own boats so prospective customers could see what a hell of a joiner I am and other boatbuilders could marvel at the fact that I do not putty the whole damned boat with micro-balloons and sand them back off to get it sort of fair.

Phooey on customers and other boat builders. Ain't no money in the damned business anyway no matter what I charge for the boat, so I'll just do it like I bloody well please from now on. I'll still remain just as belligerently competitive with legitimate

boatbuilders and real designers as always but they'll have to judge strictly on the basis of performance. Putty is as putty does, y'all.

I am going to maintain the varnish job on the felucca, though. The reason is that I want it to look like wood to any animal or person who sees it. I don't want fish or ducks to be scared when we come easing silently along, and I don't want yahoos to be able to see it when Jane and I carry it up into the bushes to hide and camp on the little islands along the coast east of St. Marks which are the winter stomping grounds of that little thing.

Speaking of that, I might as well get to the boat part. The most unusual arrival vehicle at the event was a boat. I don't usually mention names in a story because I can't remember worth a flip and who might I leave out? But Walt Donaldson is so unusual that he stands alone... usually in his sharpie. I don't know if you remember Walt from his story in this magazine about when he sailed from Tampa Bay to the Keys and back, but he is easily described. Walt is a minimalist. He doesn't believe in hampering himself with a lot of excess baggage... like food. He is about 7' tall and so skinny that when he stands up in the stern of his sharpie it looks like he has a little yawl spanker on there with the sail furled around the mast.

Anyway, he sailed the sharpie (round sterned 28-footer from Ruel Parker's Sharpie Book... kind of Chappelle looking) all the way to Cedar Key from St. Marks. True minimalists like Walt don't have to fool with cars and trailers. All of us at the charming little Faraway Inn watched him beat in at dusk against the tide through the cut between Snake Key and Seahorse Key. It was light wind and slow work and, when he got in close enough to see what a hell of a crowd of boats there was pulled up on every beach of the island and anchored on every inch of flats, he wheeled that long skinny thing around and sailed his long skinny self back out of sight around on the east side of Snake Key and disappeared for the night. One wit at the hotel said, "I guess Walt prefers to do his indiscriminate socializing from about five miles out."

Jane and I were up at the crack of dawn and had that felucca in the water and were gone before the damned alien Texas ring-necked doves had finished barking their first

greetings of the morning. We were the only ones on the water, too. The tide was so low that everybody was grounded out. At the hotel there was a genuine Bahama dinghy (Winer Malone) perched on a pile of oyster shells in a most charming manner. Jane and I had to carry the felucca about half a mile before we could get enough water to float the boat. You ought to have seen all the old air conditioners, concrete blocks, and other junk out there on the flats. It is best to have some real good local knowledge before you sail around in the shallows at Cedar Key.

The wind was real light and it was close hauled on the same tack all the way out to Snake Key. We "motor sailed" a lot of the way. There are three ways we have evolved to do that. One is that Jane will sit up there in the very bow of the boat and paddle with the double paddle right over the stem. I caught a lot of flack from these casual observers amongst the messers down there when she did that because my contribution is to sit back in the stern and steer with the rudder. I tried to explain that there is no point in trying to exceed hull speed on the little thing but they still gave me a hard time. You know some people just won't accept that logic is different from chauvinism.

Anyway, the other two ways to "motor sail" are for me to slowly paddle from the stern like a canoe or, and this is what we do on the flats when it is too shallow to put down the centerboard, I stand up and pole with the paddle. Knowing the bottom of that place (oysters, golf ball-sized dredge rocks, and busted bottles) I brought my old trusty solid ash paddle, but up home I use a very light hollow poplar paddle with a super glue and fiberglass sheathed tip (try it sometime). Anyway, we met Walt coming around from behind Snake Key motor sailing with his oars and sailed back in company with him.

That brings up a few observations about boat design that I believe I'll tell you so you'll know and won't be confused by any chatroom experts. Hard chined boats are slower in minimum horsepower situations than round bilged boats. That advantage diminishes when the horsepower picks up but it was easy to see what I am talking about in the situation we had that morning. Walt had to row to keep up with us and we sailed the whole way back right along beside him. Walt wasn't exactly breaking his back on his long oars and we weren't rinsing too many oysters with our wake either and we got to catch up on the news. Of course, minimalists don't know all that much news so we mostly ghosted along in silence except when I was chattering about what all I imagine I know.

Which... I might as well cover all aspects of felucca design and get it over with. I like for very small boats to be double ended. That way you can trim them by moving fore and aft without dragging the transom. The way we trim is to get as far forward as we can for the conditions. As soon as the bow starts to throw a little water we ooch back a tiny bit. The boat sails best (is fastest) with the weight in the middle and the stern kind of high, so Jane and I sit in the bottom on the floorboards close together and try not to stick up any higher than necessary.

You know the ideal is for there to be nothing above the water but the sail. That's why big, fat masts and standing rigging and high cabins (and hulls) drag back on a boat so bad. Big boats can get away with a lot more than little boats but down around 12'

every little bit helps. I like to lie down and just watch the sail, but you better not do that in yahoo country like Cedar Key. Sail has the right of way only in your dreams.

There is a point where a boat is so small that the people in it are all the ballast it needs. The weight of two people in any of my 12' double enders (I have built a bunch of them... one weighed only 19lbs.) is plenty enough to hold it upright without having to hike out on the rail (and spoil the efficiency) in any wind that won't break the mast out of the boat. Of course, hull speed is reached way before anything gets borderline and we always reef for tranquility sake... wouldn't want to sink any Bayliners with our wake.

When a boat is small enough for the people to trim it there is no real need for what people like to call "stability." The most stable boat is a flat box but, unless it will plane, that's too slow to suit me. I like for my double enders to have a good bit of deadrise and a lot of flare to the sides instead of hard bilges and wide bottom. My felucca looks like a little tub. It is 54" wide and very fat in the bow and stern, but if you look at it in the water ain't much width at the waterline. There is no point to pulling a wide bottom through the water when all it takes is a little adjustment of the ballast to keep the boat right side up.

On a bigger boat, hard bilges and even a little tumblehome to the topsides helps keep the water out but a little boat (in my humble opinion) needs to be different. You know, the faster a sailboat goes, the more efficient the rudder and whatever keel it has is so it will go to windward better, too. I don't have any use for a slow sailboat... even a minimum camp cruiser. My advice is to build the boat right and put some damned sail on it so it'll go on down the bay instead of just sitting there drifting sideways.

I suggest 85sf for a 12' boat. Two people can hold that with about 50" width of boat to move around in. Our little double ender that hangs from the rafters of the house is 40" wide and 65sf of sail is just right for that. It is a one person boat and will run rings around the felucca. I am going to take it to Cedar Key next trip. Time to quit talking about my own boats now, don't you think?

There were a lot of intrepid navigators down there. One man paddled a very slim and beautiful strip planked canoe all the way around Snake Key and Seahorse Key... a long trip for a man pushing my age (might have been older... hard to tell with intrepid people). Of course, he set his spinnaker on the downwind leg and that helped out a little bit until it turned wrong side out like umbrellas often do when you need them most.

When the tide came back in the wind picked up pretty good and there were so many Sea Pearls sailing around that it looked like a regatta. You know, if a man just wanted to sail a good boat and not involve himself in a lifetime of research and development, a Sea Pearl is hard to beat. Another good boat is that Bolger Dovekie and there were at least three of them. They have a good hole to hide in.

There were so many boats of all kinds down there that it was hard to concentrate long enough to reach an understanding... sort of like watching the Miss America pageant on the TV except without commercials. We hung around on the beach at Atsena Otie Key and talked to a few folks for a while but there were so many that there wasn't enough

room for all the boats and there were folks tacking around in the light breeze waiting for a space to pull up and join the hob nob.

We saw boats from all over the country (a lot of non-motorized boats with numerals... a travesty like a license tag on a bicycle). There were plenty of manufactured boats and a lot of homemade boats, too... some so slick that any old professional builder would have to marvel. One crew from Indiana had built their boat from scratch and sewed the sails from a kit and the whole caboodle was jam up. There was a Paradox (covered in this magazine, remember?) with a solar powered ventilation system. Like I said, the whole thing was mind boggling. There were just too many boats and interesting people to figure out exactly what to concentrate on. It was a big deal. There was even a photography helicopter. The best way to get some idea of the magnitude is to find the Southwest Trailer Sailors' website. They always post real good pictures of Cedar Key and have links to websites of other folks with more pictures.

After stammering around a little while, we pushed off and sailed away to join the vast fleet of little boats of all kinds out in the bay. There were a few yahoos, too, but they were overwhelmed by the preponderance of messers. There was this one yahoo riding around all day long in a very loud airboat. He was a hazard and a nuisance and was obviously doing it to annoy the messers, but they were like schools of small fish and just opened up enough to let him blast through and then closed ranks and continued on with their sailing and paddling and rowing. He was like a big fish without sense enough to fixate on just one and get him. You could tell by looking at him that he was going to lie awake all night trying to figure out, to no avail, what ailed him. He looked as if he didn't exactly know what the hell he was trying to do but he was going to keep on doing it anyway. There are a lot of people like that. Some have inexplicably attained positions of great power.

So why haven't I said anything about the vast superiority of the Grumman Sport Boat copy and pontificated about planing outboard skiff design? Well, we got it all cleaned up and loaded the felucca in the back of the old Dodge truck and then discovered that the durn winchless winch stand on the trailer was exactly 2" too far forward to get the hitch on the ball without hitting the stem of the felucca, so we just dropped it and left it right there in the middle of the yard of the shop. I am kind of glad... motor boat, schmotor boat... I'm a sailor, y'all. That's why there aren't any good pictures accompanying this story.

All Jane and I did this trip was sail around with the rest of the flock and dodge that fool airboat. But there is one picture of the flats outside the hotel just after sunset on Saturday night that heads up this story. That's Walt's sharpie hard aground. He was sitting in the stern cutting up coleslaw five minutes before I got down there with the camera. Seahorse Key is on the other side of that long oyster bar. The sun has just gone down to the right of the Sea Pearl trimaran behind the canoe. That's an Arch Davis Penobscott 17 pulled in the closest... a fast and weatherly boat. Those two children are digging for fossils in the spoil sand. You can't see it but the little one down on the ground has on his Batman outfit.



Time to email the troops and get them fired up for the Starvation Meet in the verdant sagebrush covered, dinosaur rich wilderness of Utah. Which reminds me that I haven't reported on last year's yet. Not that there has been a great hue and cry from people wanting to know what happened. Still, we don't want folks to think we dried up and blew away.

All the talk of drought and Lake Powell being down 140' might generate mental images of blowing dust and sail remnants flapping forlornly from the cedar trees. Not to worry. Starvation fills every spring. What happens after we splash around doesn't concern us. Starvation has wind, usually plenty. It's a rowing breeze before breakfast, then builds to become a quite exuberant reefing affair after lunch.

We had the usual hard core crowd: Jack and the Gales with their fleet; the Nicholsons with the Exploration 18; John Denison with the Potter 19 Cruise Liner; The Boatworks crowd with Nina; and of course Ron Roberts with, well, just call it his "lat-est." It was a canoe (unmatched) catamaran with the same lateen sail and the forward facing oars. More importantly, he brought his lovely wife Ruth and they had a geetar apiece. No more dozing off around the campfire.

L'Artiste, breaking new ground, brought a rowing shell which enabled him to go backwards faster than anybody else. Axon mislaid his Sea Pearl someplace but had his life jacket. He is not shy about taking over any hull he fancies. To be fair, I never actually saw him throw anyone out of their boat.

Garrett Gilmore brought his elegant Joli Fille pulling boat plus an attractive girl friend and a dog with dog's own seat cushion. I don't know what to say about Dewitt Smith. I certainly don't want to risk offending him because he is the guy who brings the incredible furniture grade firewood. But the fact of the matter is he brought a Hobie Cat and never put it in the water. If he didn't have a wet suit I certainly can't blame him.

As you well know, the Starvation Meet is the pre-eminent spring opener west of the

Exotic Starvation

By Jim Thayer

Miss, if not the whole country. As a result, that ex-Coastie, lock keeper, and *MAIB* raconteur, Mississippi Bob Brown, dropped in to see what all the fuss was about. He brought one of his little solo canoes and gave us a look at quick switch bent shaft paddling. Seems to work.

Finally we come to one of the most remarkable boats ever seen in these pages, Phil Bolger's Lady Slipper. Maybe a little background would be in order. About 40 years ago, after teaching five years in Collbran, I was dragged, kicking and screaming, back east. I managed to land in Annapolis, which was some consolation. After a year of living and breathing boats from a plywood skiff, I moved to Virginia to run my father-in-law's country store. I mean a real country store. It was an eye opening foray into retail.

In *Soundings* I happened to read an account of a race by female boating writers around Newport harbor in a new boat called the Lady Slipper. Peter Duff promoted the affair to get publicity for a new production boat. Peter had been building the Dovkie for some time and this was going to expand his line.

To become a dealer one had to buy two boats. Peter was coming down the coast showing off an example and signing people up. He exhibited at the Washington show and managed to sell one, not terribly encouraging. Since I was the end of the line I became a dealer with one boat.

The design brief was to have a very simple boat that would appeal to the ladies. It had a jib headed sail with sprit boom. No reefing, no oars, and no cb. The lateral plane consists of a keel (a triangular fin, deepest at the transom) and the rudder. Why it balances I can't say.

In an easy breeze it is a dandy little boat for women and children or a couple of gents drinking, but when it breezes up it gets pretty hairy. You have to see the video to appre-

ciate it. As a commercial proposition it was a dud. Bolger wrote sometime later that he thought women considered it condescending or patronizing.

Young, gung ho, and keen to make my fortune, I exhibited it at the Richmond Boat Show. I think it was the only sailboat there and it did indeed get a lot of attention. At around 6' on deck with 4' beam she is a landmark in small boat design. If you would like to be the center of attention at your club, better get in touch before the Smithsonian gets wind of her.

And so, what of the sailing? Steven probably gets the white knuckle award for campaigning the Lady Slipper. He loaded her up once and I thought he was a goner but, being young and agile, he managed a save. He brought her ashore and stood her on her transom to pour her out.

As mentioned, there was plenty of wind. Dwight Nicholson, a consummate masochist who goes ski racing in Greenland for fun, was, as usual, out more than anybody else, double reefed at times.

Of particular interest was Tom's new boat, an A Duckah! with added sheer strake. Our beloved editor either has a fantastic memory or a good filing system 'cause he pulled up a cover photo of this very boat for the last Kokopelli report. The deck, of cheap ply, had gone to pieces so Tom cleaned her off and added a sheer strake to give more volume and make her look like a miniature whaleboat. He had Steve Axon talking about adding more laps to make a Viking longboat. It certainly helps for a glass hull man to have capable and imaginative customers.

Saturday night brought out the pots and plates to enhance the Starvation culinary reputation. Other venues may claim equal sailing but must necessarily fall short in the gourmet department. One soon hardens one's self to feeding the fire with Dewitt's hardwood blocks (Jack and others have already scarfed the really choice pieces). Ron and Ruth strum and sing and the atmosphere gets so mellow that John and Dewitt are allowed their cigars with only good natured carping. Downwind please.

Reviewing the video, one is struck by the fact that come sundown the only people out are the rowing and padding types. Those who dismiss rowing as work have probably never pulled a proper boat and completely miss the point. With the wind gone light and a chill in the air, rowing really comes into its own.

Sunday morning the sailing was sedate and the rowers were in their element. The sun was warm and the wind was build-ing, but for most Monday morning loomed on the horizon. Soon another Starvation was history.

But anticipation is rife. What could Ron's next iteration be? Will Dewitt and Dewight's new secret weapon, the Old Fart Skiff, make it? Will the cut off A Duckah!s (Dukers?) be ready? Will new recruit, Dave Hahn, finish his big boat? Stay tuned.

We are still offering our 2004 video, featuring Kokopelli, Starvation, and Baja whale patting. NEW. Now on DVD. Specify DVD or VHS. 18 bucks cash, check or M.O. 2004 Video, Grand Mesa Boatworks LLC, 15654 57-1/2 Rd., Collbran, CO 81624.



Tom's A Duckah! with sheer strake and windsurfer sail.



Lady Slipper came west with a load of junk.



Steve Axon in Jack's boat. Not posing, just resting.

Lady Slipper doesn't look too extreme here.

To empty Lady Slipper, just upend her.





Loon's first stop was at Skunk Bay. Opposite is the Fayette State Park and small boat harbor.

Open-boat cruising in the British Isles is a big thing, but my Drascombe Lugger *Loon* was a long way from its original home in England as we launched at Big Bay De Noc on the north end of Lake Michigan. The launch ramp was just a few hundred yards up the Little Fishdam River and the shallow bar at the mouth confirmed that this was for thin water boats only. The Seagull outboard took us through the light surf easily, but we picked our way carefully to find the 2' of water our long shaft required.

Once we were clear of the bar, Dick took the helm and I rigged for sailing. The clear rippled sand bottom was still only 4' down a quarter mile from shore as I dropped the centerboard. *Loon's* rudder trunk made shipping the rudder easy and Dick moved to the tiller as I went forward to the main hal-yard. Raising the mizzen at the ramp had helped to steady the boat going into the wind through the surf.

We knew from past experience that mizzen, main, and jib was a good sail raising sequence. The mizzen on this boat is a good weathervane and keeps her pointed into the eye of the wind. Reefing goes easy with the jib furled, *Loon* drifts slowly downwind with her bow to weather.

Soon we were under full sail with clear water showing the clean sand bottom below. Our destination, Skunk Bay, was only six miles upwind but we wanted to be there before 4pm. The usual summer afternoon cumulonimbus clouds were building and we wanted shelter in case a storm broke.

Big Bay De Noc offers solitude to shallow draft cruisers. It's big water though and the prevailing southwest winds have an unbroken fetch of 120 miles down the length of Green Bay. The bay varies from four to eighteen miles wide and has numerous protected coves for shallow draft centerboard boats, but only a few anchorages for keel boats.

Some of the best and most isolated cruising water is less than 6' deep. Shallow water beaches and coves offer good holding ground on firm sand bottom in many areas. There are deep waters, too, along Michigan's Garden Peninsula, but limestone shingle rock makes poor holding ground for overnight

Big Bay De Noc Solitary & Scenic Great Lakes Cruising

Story and Photos by Thomas A. Fulk

anchoring. Here steep bluffs add to the scenery but offer little consolation in a hard blow when shelter is needed.

Loon was an ideal boat for the bay. An episode the previous summer involving heavy seas and 40kt. winds on Lake Superior proved its seakeeping ability. The boat is easily rigged, launched, and retrieved by one man. Ample room and an absence of internal thwarts allow freedom of movement and make onboard sleeping convenient. Versatility of the yawl rig, along with the shoal draft, met all requirements for open bays and thin water. The reliable Seagull in the motor well provides a good backup when shelter is upwind and a squall threatens. In a pinch the boat can be rowed and use of an oar for steering makes sailing onto beaches feasible where the drop rudder won't work.

Skunk Bay, our first anchorage, offered complete protection from wind on any point. The catch is depth, only 3' of water with mixed rock and sand bottom, make it accessible only to centerboard sailboats. It's a small cove, not marked on charts. I've always suspected that it's an ancient Indian encampment site. Poison ivy abounds on the level ground behind the beach. An archeologist friend says that ivy, well-drained soil, and proximity to the mouth of the Sturgeon River are key features. Keeping clear of the ivy we beach camped in Dick's pop tent and enjoyed a blazing fire. *Loon* lay anchored bow out, stern line ashore, bumping gently on the sand bottom.

Weather the next morning was threatening as the wind had backed to the northeast. In this country, that's the storm quarter as it marks frontal passage. We packed quickly and ran before the rising wind. We had planned to sail across the bay, six miles, to a cove near Garden. The threat of a storm altered our plans and we headed for Nahma instead, just around Stony Point from our

campsite.

Nahma is a logging ghost town and has a tricky harbor entrance. The entrance is easily found by the old sawmill slab burner, which can be seen for miles. The harbor entrance is 100 yards northeast of the burner, just head for the beach and make a sharp turn due west. By the time we got that far the storm had hit and we were hunched in oilskins, all sail down and under power on the lee side of Stony Point.

Cutting Stony Point close is bad business as it's rock bottom and very shallow for a long way out. The sky was dark so we couldn't see bottom, so we sounded for depth with an oar before crossing the point. We cleared in 4' of water a half mile out.

Nahma is the Ojibway Indian word for sturgeon. The town was built by the Nahma Lumber Co. and was a convenient sawmill location at the mouth of the Sturgeon River. During the pine logging era the river was used to float logs to the mill and lumber was shipped by schooner to Chicago and other Lake Michigan ports. An old log storage pond serves as the small boat harbor today, the lumber schooner docks have been ripped out by many winters of ice action.

During short breaks in the weather we walked the old town streets. Some of the company houses were occupied but the town was a shadow of its past. A day and a night of driving rain and a wet tent made us glad to see the last of Nahma as we left harbor in the morning.

With the wind once more in the southwest, we headed on a starboard tack for Garden Bay, six miles across the main bay. We were following the Indian canoe route which provided access from the east to the Sturgeon River drainage. Small boats anchored near the bay entrance at Garden Bluff were a giveaway to good perch fishing. We anchored long enough to get a dozen for lunch and headed for a small cove nearby. As with Skunk Bay this cove is shallow and small. We anchored on a smooth, sand bottom, ate fresh perch fillets for lunch with the last of the beer, and took a noontime dip.

Clear weather and steady wind convinced us to push on. By 6pm we were becalmed seven miles south at the entrance to

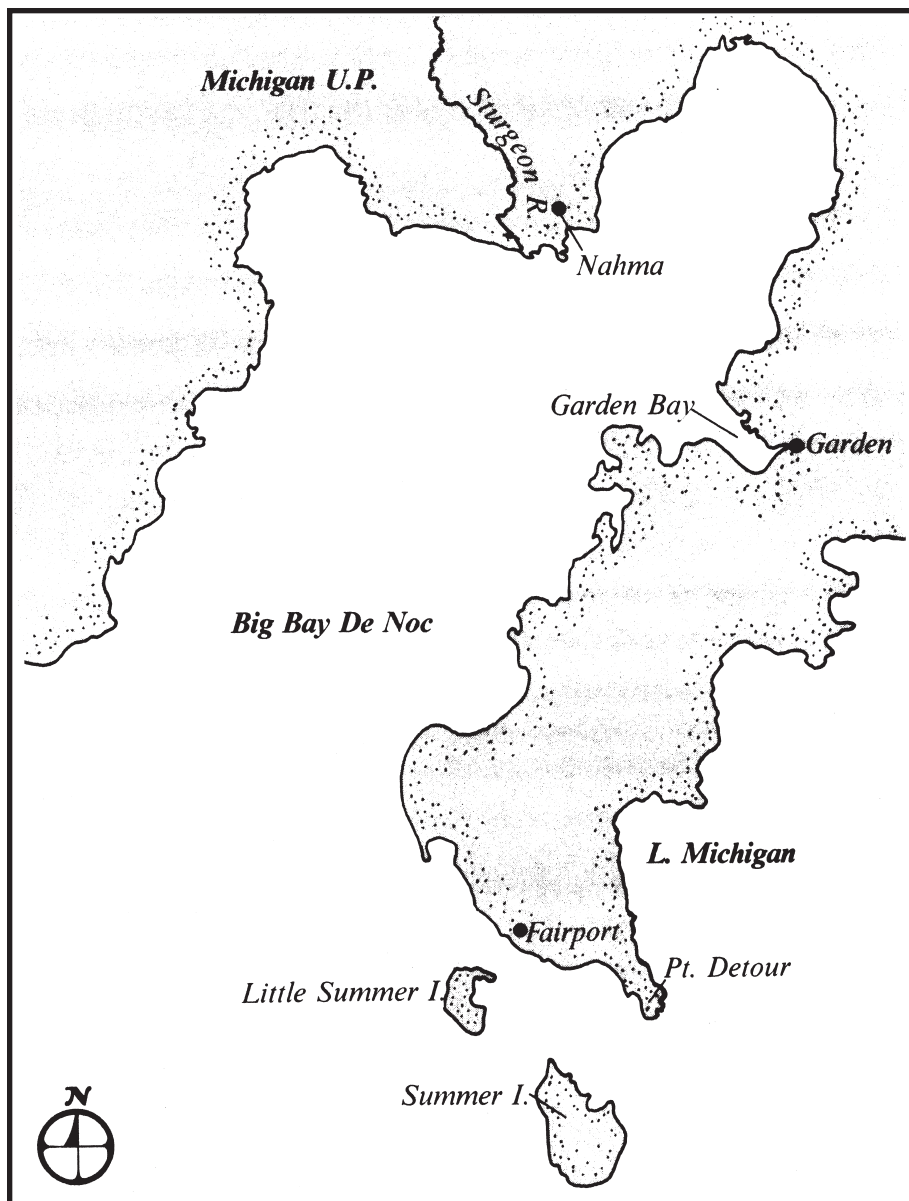
Snail Shell Harbor. We drifted into the harbor, once more back in keel boat country. There we shared space with boats ranging up to a 45' ketch. Snail Shell Harbor is in the Fayette State Park and accessible to boats of all sizes.

The town of Fayette was built just prior to the Civil War by the Cleveland Cliffs Iron Co. for people working in the iron smelting plant. Ore came to Fayette by schooner from Escanaba, Michigan. Hardwood for charcoal, limestone cliffs, and a good harbor were assets of the town site. It has been restored by the Michigan Department of Natural Resources and is an enjoyable destination for cruisers.

Shallow draft cruisers have several alternative solitary anchorages nearby. The inshore side of Snake Island is within two miles to the north of the Fayette bell buoy. South River Bay is five miles north. It has the most protected anchorage of the two. Features of the state park include a campground, beach, picnic area, and boat ramp in addition to historical interpretation of the restored townsite. The ramp is exposed to prevailing winds with no shelter so opportunities for use are unpredictable. Everything is within walking distance of the harbor so use of the campground is feasible for boatmen with portable gear. We camped on board under the boom tent as we were reluctant to leave *Loon* unattended at the dock overnight.

Daylight came late to the harbor since we were in the shadow of limestone bluffs until 10am. The usual pattern of breezy days and calm nights had prevented even a slapping halyard from disturbing our sleep. A good sailing wind of 12kts. was up from the southwest as we cleared the harbor on the last leg of our long weekend cruise.

Fayette to Little Fishdam River launch ramp was 15 miles, all downwind. Our chart track crossed the mouth of Garden Bay and the Indian canoe route to the Sturgeon River mouth. Shipping the rudder we sailed across the bar and up to the ramp steering with an oar. Our cruise was short as it had covered only 40 rhumb line miles, starting at noon Friday and ending Monday afternoon. Someday when time allows we plan to cruise farther south to Point Detour and explore the Lake Michigan side of the Garden Peninsula. We hear there are some nice secluded coves there if you haul your rudder and centerboard and if 2' is enough water.



View over a wall across the old logging pond to house and bay beyond at Nahma..



International Aspects

In yet another nibble into international jurisdictions, the European Union voted to criminalize everyone involved in accidental oil spills. The Union also came closer to approving a gun-free coast guard targeting marine pollution. And the Union's decision to raise wheat export subsidies to \$13 per tonne caused an uproar in world markets.

A ban on single-hulled tankers in Asia could raise prices and other mischief.

German inland shipping predicted that President Bush's visit would cost them \$662,000 in lost business.

The master of the ill-fated tanker *Prestige* can return to Greece but must return to Spain for his trial.

A judge ruled that Karachi authorities must release official port depth data that would determine whether the port was unsafe for the ill-fated tanker *Tasman Spirit*.

Hard Knocks and Thin Places

The usual small sampling:

Two mariners fell into a cargo tank on the crude oil tanker *Tassels* berthed at New Mangalore, India, and suffocated.

A diver polishing the propeller of a fishing trawler at Durban was killed when somebody started the engine.

Two died and five were missing after the Honduras-flagged *Virginia* sank off southern Greece.

A gas cylinder exploded on the *Ocean Speed* at Lubuan in eastern Malaysia, killing one and sending another to the hospital badly burned.

In the Gulf of Tonkin (also known as the Beibu Gulf), 12 Chinese fishermen were missing after their vessel capsized and sank in high seas and vicious tides and seven more seamen went amiss after their freighter carrying 5,415 tonnes of rolled steel suddenly disappeared.

The Taiwanese-registered *Juitai 8* loaded with gravel disappeared off Taiwan and 18 crew were missing.

The container ship *MSC Denisse* was adrift without power and down by the stern off Christmas Island and a salvage tug was on the way.

The ice-class Russian tanker *Renda* cut a 30km channel for the German motor-ship *Passat*, which got stuck in ice in the Sea of Okhotsk.

But not all accidents were in the Far East:

The Danish-owned freighter *Karen Danielson* tried to go under a low part of the Denmark's Great Belt Bridge but it sheared off two ship's derricks, the funnel, and the wheelhouse level of the super structure. Inside the wheelhouse was the chief mate and tests of his body showed that he had been drunk. The efficiency of the local Vessel Traffic System was questioned for not spotting the ship's errant course.

A lifeboat of the Norwegian coastal liner *Nordkapp* was being tested when one man fell into the water but was rescued. As the lifeboat was being raised, it somehow fell back into the water and the rescued man was killed while his two companions suffered multiple fractures.

Electrical and engine failures put the container ship *MSC Al Amine* on the coast of Tunisia and it dumped some diesel oil onto the beaches.

The northbound coal-carrying *Great Polaris* broke down in the Suez Canal and

Beyond the Horizon

By Hugh Ware

blocked passage for at least 40 other vessels.

Norway has expressed deep concern about Russian tankers polluting its shores but it was the Norwegian tanker *Fjord Champion* that caught fire, lost power, and drifted ashore. No oil spilled but there was grave concern because the ship's tanks held 929 tonnes of fuel. It took 15 hours to get a fire-fighting vessel near the tanker and local authorities were not pleased with the slowness of the national response.

And the freighter *Assiduus* ran aground on the bank of the Kiel Canal near a ferry landing, pulled itself off, and then ran into the freighter *Annerdiep*, which ran aground. The ferry landing was badly damaged, the Canal was closed for a while, but the *Assiduus* continued on, may we say it, assiduously.

And in Mexican waters, the highly instrumented American research vessel *Maurice Ewing* ran aground on a reef that, so the Mexicans claimed, was clearly marked on charts. The scientists were looking for evidences in the 120-mile wide Chicxulub Crater created by an asteroid impact that killed off the dinosaurs 65 million years ago. A fine of \$200,000 was imposed and environmentalists complained that the ship's use of seismic technology could harm sea life, including whales.

Grey Fleets

The South African Navy is suffering from lack of enough funding and other problems. One is how to get its newest submarine S101 from Germany to South Africa. Lack of enough trained crews and a policy that there be three blacks to each white may mean the sub is transported on a heavy-lift vessel.

At Karachi, Pakistan, the logistics tanker *PNS Moawin* was engulfed in a fireball when maintenance operations went horribly wrong. Six died and 95 suffered injuries as the fire blocked the only gangway off the ship. The death toll later reached 35. The ship was formerly the Dutch Navy vessel *Poolster*.

Six patrol vessels will be built in Iraq by Iraqis and the first of the new Al Uboor Class will hit the water within six months.

Drinking water on Australia's six Collins Class submarines is OK to drink again now that filters to remove excessive levels of cadmium have been installed. The heavy metal came from material used to weld piping.

The commanding officer of the attack submarine *USS San Francisco* (SSN-711) was relieved of his post and received a letter of reprimand after the submarine ran into a subsurface mountain off Guam. Although the chart he used didn't show the seamount, other charts were available that did show a water discoloration that could have indicated an underwater obstruction. Also, soundings taken by the crew had indicated shallower depths than shown on his chart.

The Navy will sink the retired super-carrier *USS America* after blasting it with a variety of above-water and below-water attacks over several weeks off the east coast of the U.S. Much valuable data can be learned from the 82,000-ton warship's demise.

Venezuela continued its war of nerves with the U.S., this time by monitoring the American presence on the nearby island of Curacao. The *USS Saipan* (LHA-2), an amphibious assault ship, stopped off at the island for several days and Venezuelan sources muttered darkly about its navy "taking precautions to determine what the intention is" while the foreign ministry did its bit by "analyzing" the situation.

The Royal Navy will advertise in the gay press for the first time, just looking for few good men and women. And its ads on the sides of some Scottish taxis did not meet with local approval. It was felt that the ads, showing two heavily-armed "warfare specialists" (otherwise known as Royal Marines) depicted "direct and immediate violence" and so watered-down versions were substituted.

Delays in development of the U.S.-supplied vertical takeoff version of the Joint Strike Fighter will mean that the first of Britain's two new aircraft carriers, due in 2012, will operate without planes for the first two years.

BAE Systems denied that it had asked for more funding for the new Type 45 destroyers. Twelve were planned originally, then changed to eight, and six were ordered so the unit cost rose, it was explained.

White Fleets

Norovirus symptoms appeared on at least ten cruises in North America during the first two months of the year. But the same symptoms also swept schools and colleges.

Iberjet's *Voyager* was battered by 30' (10m) waves in the western Mediterranean about 60 miles (100km) from Minorca. A large wave smashed the bridge windows, damaging electronics and causing the loss of power. Engineers were successful in restarting two of four engines. Eight cases of broken bones and multiple bruises were reported among 480 passengers and 296 crew. The sister ship *Explorer* was similarly left powerless by a Pacific storm recently. Experts blamed the ships' design as allowing waves to ride over the bow and impact against the low wheelhouse windows.

When Holland America Lines' *Amsterdam* arrived at Port William, Stanley's outer harbor in the Falkland Islands, tenders took 936 passengers and 63 crew ashore for the day, with a planned 5pm departure.

However, the wind picked up to gale force. Everyone was stranded in a town with a population of under 2,000 and two tiny (and full) hotels. Some 520 beds were found for passengers, mostly in private homes including the official residences of the island's governor and chief executive, and mattresses were found for the rest. *Amsterdam* rode out the storm at sea and returned at first light.

The great cruise ship *Norway* (ex-France), one of the most beautiful ships in the world, is still laid up at Bremerhaven while various parties try to figure out how to buy her for use as a hotel, convention center, or whatever, but her sale to scrappers appears imminent. Proceeds would just about cover the Norwegian Cruise Line's expenses for keeping the ship alive and ready.

Preservation of another beauty, the Dutch liner *Rotterdam*, still pends as details are worked out at Rotterdam.

And the owners of the historic tourist attraction *Queen Mary* have gone into volun-

tary bankruptcy, unable to pay \$3.4 million in back rent to the City of Long Beach.

Are you curious about which cruise ships provided hotel space during the Super Bowl at Jacksonville? Carnival Cruise Lines' *Carnival Miracle*, Radisson Seven Seas Cruises' *Seven Seas Navigator*, Holland Americas' *Volendam*, *Zandaam*, and *Zuiderdam*, and Silversea Cruises' *Silver Wind*.

Off Baja California, a passenger fell off the *Crystal Harmony* and the ship turned back to retrieve him.

Restless Ones

Near Tsing Yi, China, the catamaran ferry *Nansha 38* carrying 156 passengers collided with the freighter *Zhing Hang 908* and 102 passengers were rushed to six hospitals. High speed and low visibility were blamed.

The double-decker passenger ferry *Maharaja* capsized during a tropical storm in foggy conditions on the Buriganga River just outside the capital of Bangladesh. The ship was carrying about 200 people and at least 75 died and more than 100 were missing.

And over 102 were injured when an unnamed twin-hulled passenger ferry collided with a Chinese freighter in Hong Kong waters.

The City of Rochester, New York, was the successful bidder at \$32 million for the *Spirit of Ontario*, the big fast ferry that operated for two months last summer between the city and Toronto across Lake Ontario. The Canadian firm Bay Ferries, Inc. was promptly hired to operate the system for three years.

Metal-Bashing

A U.S. federal judge, disagreeing with conservation groups that towing nine ex-Navy auxiliary vessels to the U.K. for scrapping presented an imminent threat to the U.S., ruled they could join four others already at Able UK's scrapping yard at Teeside. All 13 vessels will be scrapped as soon as Able UK resolves paperwork problems with local authorities. And a U.S. government study found that the Maritime Administration's program for scrapping surplus vessels would not meet a Congressional mandated deadline, largely because MarAd had asked for about one-sixth of the necessary funds. MarAd responded that it had asked for the funds it thought Congress would approve.

Nature

The Mediterranean Shipping Company paid a \$500,000 fine after its container ship *MSC Diego* dropped an anchor onto the corals of the Tortugas Ecological Reserve in the Florida Keys.

A shipping company paid a \$9,500 fine because its *Finnreel* was caught dumping oil in Danish waters.

And the U.S. Navy is investigating whether sonars used in exercises 65 kilometers from the Florida coast played a role in the mass grounding of at least 70 rough toothed dolphins.

Three Australian/Kiribati citizens were on holiday on the island of Tarawa (yes, that Tarawa) and decided to visit one man's aunt on an island about 35km away. They were driven out to sea and stayed there for 46 days, subsisting on rainwater, birds, fish, and a shark they yanked into their 3.6m (less than 11') boat. At least six vessels saw them and passed them by, claimed one survivor.

The British survey ship *HMS Scott* surveyed 45,000 square kilometers (17,000+ square miles) of waters near the recent earthquake's epicenter off Sumatra and reported that the earthquake and tsunamis may have altered height of the sea bottom by as much as 10m (33').

Shipping company CMA CGM's new website displays the company's attitudes towards the environment.

And Norwegian car carrier Wallenius Wilhelmsen has designed a conceptual car carrier and Ro/Ro with a "zero emissions" capability. Its ES (Environmentally Sound Vessel) *Orcelle* would use solar panels in three sails and special hull fins using wave action plus fuel cells to generate all necessary propulsive and onboard power. The only by-products would be water vapor and heat. The sails, fins, and two electrically driven pods would provide a maximum speed of 27kts. and a service speed of 16kts. for a vessel carrying about 10,000 vehicles (about 50% greater than contemporary vessels). There are no immediate plans to build the ship but the design will be refined.

Congestion and Ports

Road congestion costs the British economy £20 billion (\$38 billion) each year and causes one in nine freight deliveries to arrive late. Port congestion worldwide costs hundreds of millions every day in demurrage charges. Chokepoints include ports in China, the U.S. West Coast, Europe, South Africa, and Australia.

Container imports from China to the U.S. will have double digit growth again this year, after increases of 14% in 2004, 9% in 2003, and 15% in 2002.

With regard to the West Coast, shippers are considering cargo routes from Asia through the Panama Canal to East Coast ports and back westward by truck and train while East Coast ports expect to see the biggest container ships start arriving from Asia via the Suez Canal.

Bremerhaven expects to see 10,000-teu container ships as early as next year although 8,000-teu ships were ordered only recently and the first 10,000-teu ships were ordered earlier this year.

Stress cracks were found in several German-built container cranes at Los Angeles, probably caused by practically non-stop use since last summer when cargo piled up due to labor shortages and lack of enough intra-modal rail service.

Terrorism, Piracy, and Regional Tensions

Pakistan's Prime Minister asked Pakistan's Navy to do whatever it could to maintain the sanctity of its coastline and thwart any other nation from achieving supremacy in the Indian Ocean.

Indonesia sent warships to an area also claimed by Malaysia to maintain its presence and sovereignty there but they soon left when Malaysia deployed seven warships and four F-16 fighters. Illegal migrant Indonesian workers and oil leases are causes of the friction.

The Singapore Navy will provide escorts for some merchant ships entering and leaving Singaporean waters. Malaysian and Indonesian Navies must do more to cooperate in operations, intelligence, logistics, education, and law, said a retired Indonesian admiral. But Malaysia said the existing cooperation between nations is adequate, it is

"quite happy" with security in the Strait of Malacca and it does not want outside help.

Piracy returned to the Strait of Malacca after a four-month pause following the tsunamis. Four pirates in a fishing boat kidnapped the master and chief engineer of the tug *Highline 26* towing the coal barge *High Line 22*. The pirates contacted the owner by satellite phone, demanding a ransom of RM 1 million (about US\$263,000) but a smaller ransom was paid.

Odd Bits

Divers off Devon found relics of the Bronze Age that included swords, rapiers, palstave axe heads, an adze, and a golden bracelet, all probably of north French origin.

Some years back the submerged remains of two War of 1812 schooners, *USS Scourge* and *USS Hamilton*, were ceded to the City of Hamilton, Ontario, but it has failed to fulfill a two-year-old vow to do full archeological research and is now considering a business/tourism scheme to relocate the hulls to shallow water for sports divers and glass-bottomed boats. Since the hulls contain the mortal remains of more than 50 American sailors, numerous parties are seeking a compromise solution.

The world's largest floating oil and gas production platform, the *Thunder Horse*, cost \$5 billion and is the size of four football fields. It will soon be anchored a mile above a 54-square-mile oil field that contains 1 billion barrels of oil in the Gulf of Mexico. The platform was carried from Korea on the float-on/float-off ship *Blue Marlin*, which was specially enlarged for the job at cost of \$30 million. A crew of 350 workers will man the platform when it is operational.

At least five U.S. Navy aerial flares (or the shells thereof) were found on British beaches at North Norfolk. The public was warned they may contain highly dangerous phosphorous.

Some albatrosses mate in the South Georgia Islands, fly downwind to feeding grounds in the Indian Ocean, and return to South Georgia, thus circumnavigating the world. One bird did 14,000 miles in 46 days, averaging 13mph.

Headshakers

A bus driver for the Dave Matthews Band opened the valve on his bus's black-water tank and dumped 800lbs. of human wastes through a bridge's metal grating into the Chicago River. Unfortunately, the tour boat *Little Lady*, carrying more than 100 architects and their dates, was passing underneath. The driver was fined \$10,000 and the Dave Matthews Band promptly donated \$100,000 to two local groups.



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We had a wretched time fighting with the outboard. It had started easily and taken us out of West Cove without complaint. We'd set our sails for Stonington, Connecticut, and killed the little motor, tipping it up and out of the water as usual. The breeze was ample and out of the west and we had no need to tack the whole way down. We rounded up off Stonington Point and steered to pass behind Sandy Point and enter the channel that joins with the mouth of the Pawcatuck River. Drawing 4', we hadn't but a few yards breadth of safe water between the green light and the shoals and in summertime the traffic through here can be daunting. Prudence dictated, "have the motor running."

I flopped the motor into the water, pulled the cord twice, and it started, ran 20 seconds, and died. Again with the same result. We passed the red marker and I jibed her about. I swore at the motor and got it started once more. It caught, it kicked, it sputtered, it grunted, it forswore service to all of mankind forever. I taught it a new word and gave my attention to the tiller. The wind was dead astern and I slacked the main. The genoa flapped twice and crossed to starboard, now we were wing and wing, "wung out" as the old timers say.

The boom was nestled up against the shrouds and stooping down and peering beneath it I spied a big Bayliner coming straight at us. It was evident we would meet at the narrows with only the scantiest clearance. On her foredeck lazed a bathing beauty clothed in little more than her natural endow-

From the Journals of Constant Waterman

By Matthew Goldman



ments. On our present courses my outhaul and his outrigger were bound to get intimate. I straddled the tiller and hauled in the main sheet, sailing by the lee for the merest moment. The bathing beauty blinked as the shadow of my sail interrupted her tan and the skipper fixed me with a baleful glare. "Sailboats," I imagined him mutter.

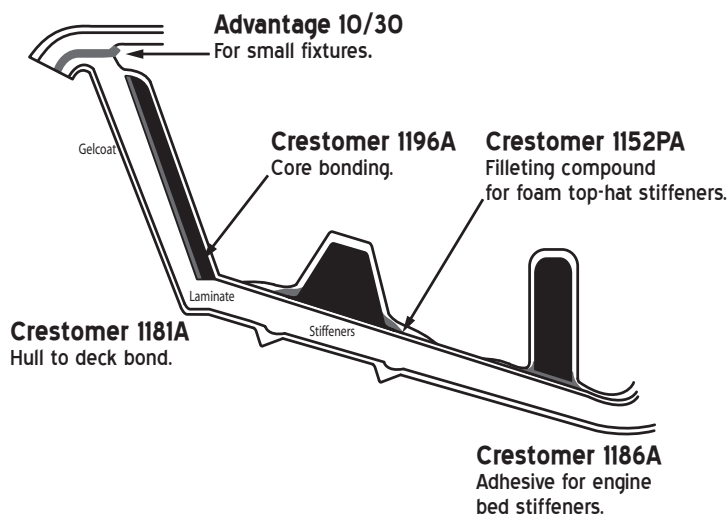
He shoved his throttles forward as he passed the mark and the Bayliner leapt with a growl and a roar. I slacked my main quickly, wallowed once in his wake, and ran down the channel with nary a sound. We rounded '22' at the mouth of the river and headed for the lee of Napatree Beach. I brought her up,

shaking, and dropped the Danforth and, just to be safe, payed out my whole rode, dropped a second hook astern. I never did like using just one anchor when staying any place where the tide would change. Much too easy to foul my anchor and end up dragging and drifting.

This time of year a hundred small craft are sharing this anchorage and some are more savvy than others. Just upwind a larger sloop was joined by two sisters and the three of them rafted together for the night. The sunset was magnificent, the water placid. We lounged in the cockpit and savored our supper. I lit the anchor light and we both turned in.

At 5am I slid open the hatch and watched the sun climbing up Watch Hill. When I looked about it seemed to me the three boats were closer. "I need some coffee," I thought to myself I went below and did the needful, started the coffee and put on my shoes. When I came on deck the three sailboats were just off my quarter and closing quickly, their one anchor dragging. I uncleated my stern anchor but didn't cast it off. I hadn't any time to fetch a buoy for it, let alone bend it on, but I hated to lose it. Straddling the taffrail, the rode in one fist, I seized a stanchion of the nearest boat and braced myself to keep us apart. Not a big deal, just 20 tons of boats and my anchor trying to pull me overboard. "Hello!" I hollered, "is anyone below?" After a moment a hatch was raised and a tousled countenance squinted out. "Is anything the matter?" he asked.

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Spa Creek in Annapolis, Maryland, is one of the world's crossroads for people who live aboard oceangoing boats. Studying the dense jumble of tenders at the foot of Main Street, the essential attributes of the serious cruiser's ship-to-shore craft become clear: sturdy, able to carry three adults and a week's worth of ice; capable of being sailed when there's wind, rowed when there's not, and powered with a small outboard if the crew is too tired for either; attractive, so that the little craft is not a distraction to the handsome mothership; and often homebuilt, as no one appreciates economy and the beauty of wood more than a cruising sailor.

Beautiful, capable of hauling big loads, versatile, and easy to build, the Passagemaker Dinghy is for the discriminating yachtsman. But the same features make the Passagemaker just the thing for the rest of us, too, we who build boats in our garages and trundle them down to the nearby reservoir for an afternoon on the water. Hoist the 90lb. hull onto the roof of the family sedan, pile in the kids, the dog, the sunblock, and the cooler, and spend the day skimming around the lake. Drive home and lean the compact hull up against the side of the house when you're done.

The impetus for the Passagemaker Dinghy came from the success of the smaller Eastport Pram, a bestseller from the day of its launch five years ago. "As soon as the Eastport Pram emerged blinking into the sunlight back in 2000, people were clamoring for a bigger version," says John C. Harris, CLC designer. "What people wanted was a dinghy that was as easy to build as the Eastport Pram, but with a bigger capacity and 650 pounds payload ought to do it."

This meant stretching the Eastport's hull out to 117", long enough for real sailing and rowing performance. To take advantage of the hull's sailing potential, Harris specified a sloop rig with 78sf of sail. CLC's first sloop, the Passagemaker's sliding gunter rig uses spars short enough to be stored inside the hull when not in use. Beneath the powerful sail plan, performance is brisk, with

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The Chesapeake Light Craft Newsletter



Sailing the Passagemaker on Spa Creek.

sprightly upwind ability and serious bustle off the wind. The similarity to Jack Holt's famous Mirror Dinghy design of the 1960s is no coincidence. Designer Harris acknowledges that he's a Jack Holt fan. "Both the Mirror and the Passagemaker are prams with gunter-sloop rigs, which is sort of my wink-and-nod to Holt. Otherwise there isn't much in common; you sit ON a Mirror, but you sit comfortably INSIDE the Passagemaker."

Using 7.5' oars, the Passagemaker Dinghy can be rowed miles at a time, gliding easily even with headwinds and heavy loads, or mount a small outboard engine on the reinforced transom for fishing or traversing big harbors.

The Passagemaker's shapely lapstrake hull utilizes CLC's patented LapStitch™ process for easy construction. The hull is 6mm okoume plywood with multiple layers of fiberglass on the lower panels while seats and frames are 9mm okoume. A dinghy is of little use if it can't stand heavy abuse at the dock or on the beach, so there are three full height bulkheads buttressing the rails and large flotation tanks at bow and stern. The Passagemaker weighs about 90lbs. Only with CLC's wood-epoxy composite techniques could a hull so light be built so strong.

The Passagemaker Dinghy accommodates another frequent request from CLC customers for a nesting dinghy. In the take-apart scheme, the front 3'6" of the hull comes off and stores in the rear 8' section so that the nested dinghy takes up barely more space than the 8' Eastport Pram. How is this done? The builder assembles the hull as usual but installs a pair of bulkheads 3-1/2' from the bow. When everything is complete, the builder saws the hull apart in between the bulkheads. The two parts are bolted back together for use, and yes, both sections float without being joined up!

The take-apart option will be especially appealing to cruisers who have limited deck space for storing a dinghy. It will be equally attractive to builders who have limited space in which to store a small sailing or rowing boat. The Passagemaker Take-Apart could be stored in the foyer of an apartment building or in a tiny garden shed.

The introductory price for the Passagemaker Dinghy is \$950, which includes pre-cut parts, epoxy, fiberglass, hardware, and a lavishly illustrated instruction manual. \$999 buys the Take-Apart version and \$850 adds the complete sailing components to either version. For more photos and details, please see www.clcboats.com.

The Passagemaker Dinghy in its three guises: rowing, sailing, and powering.



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Egret

My New/Old Skin Kayak

By Ross Miller

In 1959 my dad built a canvas-skinned kayak from a kit. It had a wood frame that went together more easily than a model airplane: a keel, a stem and a stern, some bulkheads and frames positioned along the keel, and stringers strung along the length to give it shape. It was easy to build, was well-used for many years, and its frame still hangs from the ceiling of my shop.

There are lots of good plans for home-built kayaks on the market these days, but few are for skin boats. Most of them are for plywood or strip plank construction. The current trend in skin boats seems to be toward personalized arctic replicas, which are beautiful boats but must be laboriously mortised, lashed, knotted, and stitched together. They are not easy to build.

Egret addresses this lack of graceful and easy-to-build skin-on-frame kayaks with its fuselage style construction, and she also adds to the genre by introducing new ways of covering a wood frame. Dad's kit was covered in canvas and shrunk up with canvas dope, which is still a strong and viable way to cover a kayak, but modern materials provide attractive alternatives.

Heat-shrink Dacron, used on ultralight aircraft and boats, is much easier to attach to the frame than canvas and shrinks taut and smooth far more easily. Dacron can be used by itself for minimal weight or it can be coated with Hypalon, which is now available in a tough clearcoat form, UA-7090. A Dacron skin can also be reinforced with a layer of laminating fabric such as Xynole, set in epoxy, to form a tough and flexible composite hull.

Egret is a stable and maneuverable kayak. She tracks well yet turns easily. Her low profile and beveled deck shed wind and water and her high bow keeps her above the waves. She was conceived by sifting through all the attributes I liked in the native boats in Adney & Chappelle and elsewhere and by considering the virtues and faults of contemporary kayaks.

The bulkhead-and-stringer-style skin kayak merits a revival and Egret aims to lead the way. This can be the cheapest, quickest, and easiest way to build your own kayak and good looks, quality, and performance are part of the package. Plans for Egret, including full-sized patterns and a detailed instruction book, are \$55, or send a stamped, self-addressed envelope for more information to Ross Miller Boat Design, P.O. Box 256, W. Mystic, CT 06388.

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Flow

The Altered State of Consciousness Achieved Through Creative Activity

By Robert Betjemann

Flow came to be through a confluence of three factors. I was involved in teaching a class building the Six Hour Canoe, at the same time I was admiring Rushton's cruising and racing canoes and it was becoming increasingly difficult for my best friend and sailing buddy, Honey, an aging shepherd-retriever mix, to climb over the centerboard trunk of the boat we'd been sailing.

I got to thinking about the possibilities of the dimensions and materials of the Six Hour Canoe, didn't have the time or space to devote to a project like a Rushton canoe, and Honey needed a flat open cockpit for us to continue our adventures together.

Flow's length on deck is 15'6" with a beam of 34-1/2". She has airtight flotation/storage in the bow and stern. She has two centerboards with the trunks housed in the flotation compartments, giving her a completely flat and open cockpit.

Steering is through pulleys with a line to the forward yoke which pivots on the mizzen mast partners, with pushrods to the rudder head yoke with kick-up rudder. At first I found it a bit unnerving to give up steering by tiller, but shortly it became quite comfortable and natural.

The rig is spritsail cat-ketch with a total area of 50sf. The main is 33sf and the mizzen 17sf. Topping lifts gather and furl the sails as a convenience for motoring or in the event of needing to quickly scandalize the rig. She will sail with either sail luffing while the other pulls. The rig fits into the cockpit for storage.

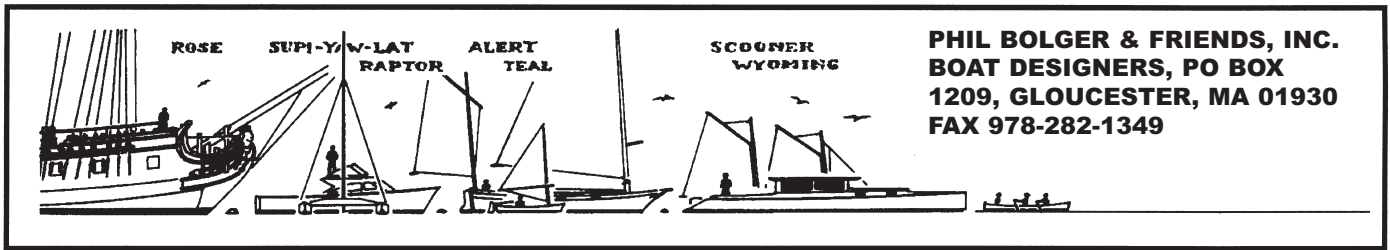
Flow is surprisingly stable and steady. Generally, when making short tacks I leave the aft board up. On longer tacks, lowering the aft board gives a nearly neutral helm and improved windward performance. She comes about more easily with the aft board up and will about-face in her length by leaving the aft board down and raising the forward board. I've sailed *Flow* in winds of up to 20mph. One needs to pay attention and hold on tight, but what a ride!

Seating features adjustable backrests with the following positions: Solo with the main boom swinging about 6" forward of one's nose; skipper and passenger facing forward; and skipper facing forward with passenger facing aft.

Flow works quite well with a single bladed paddle and can be steered by the feet. Steering is possible by either passenger or driver. *Flow*'s all up weight is 99lbs. including paddle. Honey and I got to play with *Flow* for one season before she went on to perfect breezes and perpetually sunny skies.

Shown at the helm in the sailing photos is my two-legged sailing buddy Lew McGregor. His words about *Flow*, "No bad habits, well integrated, a pleasure to sail, lacking nothing."



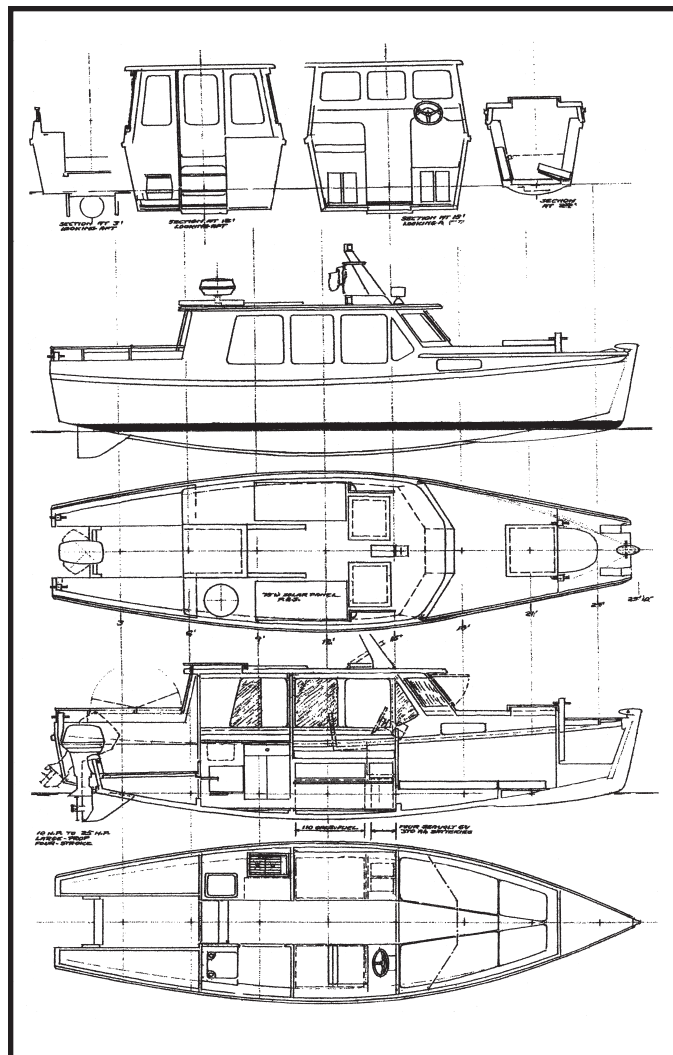


Bolger on Design

Delaware A Small Trawler Yacht

25'10" LOD, 7'3" Beam, 1'3" Draft, 4,900lbs. Loaded

In our video *Wm. D. Jochems, Man and Boat*, about a cruise in our trailerable schooner Jochems, there's a sequence in which she drives against a strong headwind with sails lowered but masts standing. She appears to be quite powerful, little stopped by the wind and small chop. Her power is 9.9hp 4-stroke. She was probably making 6-1/2 knots and would not have gone much faster with much more power. It's true that she was running wide open with the 9.9 motor, not getting the fuel economy that the 4-stroke motor would show at a reduced engine speed. Typically, though, she is run at an rpm where she gets 13+mpg which bodes well for that motor's longevity. A more powerful motor, run low on its prop-load curve and close to its peak torque, would show good mileage at a little higher speed.



This Delaware concept was suggested by the good performance of the Jochems under power (the same applies to most auxiliaries). It's proposed to give her a bigger motor, up to a 25hp large-prop 4-stroke. She cannot use the extra power for more speed as the sailboat hull will go just so fast. But the power would be good to have in reserve, for instance, for towing a broken-down boat off a lee shore, and it would allow cruising at, say, 3,000 rpm, just purring, and still do near maximum speed. Up forward, at the helm, one would barely be conscious that it was running, just enough to be reassured that it was happy.

This study shows 110 gallons of fuel. At economical, and quiet, cruising speed she can run as much as 1,400 miles, and that is on top of a fast trailer trip to a convenient starting point. We have an acquaintance who talks of exploring the Labrador coast. In Delaware he could drive to Cape Breton using a 2,500lb. capable single axle trailer and comparatively modest towing vehicle. Launching there, the Strait of Belle Isle where the Labrador begins, is only about 500 miles, less than four days at economical speed. On the other hand, she can run 60 miles in daylight for half the year without much strain, which would be a good run for a sailing 50-footer and would be nice to get to an interesting place without delay or to exploit good weather while it lasts to get over an exposed stretch of sea such as the Gulf Stream on the way to a Bahamas cruise.

With 14" hull draft she can go into unusual places, up creeks and through little-known passages. Her bottom is very strong and her propeller is well-protected by a strong skeg on each side and easily reached if fouled or damaged. In drive position the motor is all inside the footprint of the boat. She is shallow enough at the bow to run dry onto a beach and will dry out upright if the tide should leave her there.

The layout is optimized for two people to make themselves comfortable and independent of shore facilities for weeks at a time. Two good berths could be turned into a near-queen-sized double with sit-up headroom over it without much trouble.

A comfortable helm seat with a wide view from shade and shelter and a hatch over it for star sights or, more likely, to stand up for a still better view all around and when negotiating one of the tricky passages. A lounge opposite for a companion with an equally good view and its own hatch. A place to drowse off-watch and to just open eyes when called to see something.

Headroom is 6'2" under a smooth ceiling. At the after end there's a small but adequate galley on one side and an enclosed toilet room/shower space on the other. The cockpit benches are long enough to stretch out on and there is enough room for fishing or anchoring in company for a party of four to relax and trade tall stories of small cruisers. With the engine this far inboard, getting to its back to change plugs is no safety risk anywhere and the prop is within reach to untangle unspeakables, swapping the prop upon damage will be less daunting as well. Apart from towing a suitable dinghy, one could be lashed across the top of the cockpit rails for more snugness of both craft in more challenging conditions. A 5hp emergency kicker could be stowed under the cockpit benches, just keep the fuels separated in case the big motor got choked on bad fuel!

Forward she offers two catheads to allow putting on the brakes at moments notice if rigged to trigger from near the helm. Access to the anchor well is via a dive past the flip-up berths, allowing standing deep in the boat while hoisting the ground tackle. On her scale a power winch would really seem a bit much.

All in all she is a tidy power cruiser, handy both on the road and crossing straits. Radars have gotten so affordable that even a foggy coast won't necessarily mean you are stuck in harbor or at serious risk running. For one or two-some coastal cruising afloat and on the road, her modest accommodations are likely all you'll need to stash away some good memories at low cost.

(No plans of the Delaware concept are available at present. When we get around to doing something about working plans could be influenced by signs of interest in it. Comments and suggestions would be welcome. The Jochems video, 117 minutes of exploring Lake Meade, Nevada, is available for \$35ppd from Phil Bolger & Friends, Inc., PO Box 1209, Gloucester, MA 01930.

Practical Hydrofoil Sailboats

By James Wonnell

Some contemplate the glories of nature while messing about in sailboats. But others want a boat that GOES! Each advance in better sailboats "got no respect." Herreshoff's catamaran of 1873 is reaching partial acceptance only after 132 years.

A 35-year effort by Dr. Sam Bradfield, 89, has overcome formidable technical problems to develop practical hydrofoil sailboats to the point where multihulls were 20 years ago. These lift at winds of 8kts, ride smoothly above the waves, do not heel, are very maneuverable, and don't break. These were developed with minimal funds, not subsidized as in France.

Three foils (wings) support the boat, which is a trimaran. A trailing wand automatically controls a flap behind each foil to dependably maintain height above waves. The port and starboard foils counteract the sideways heeling force of the wind on the sails. The rear foil steers the boat.

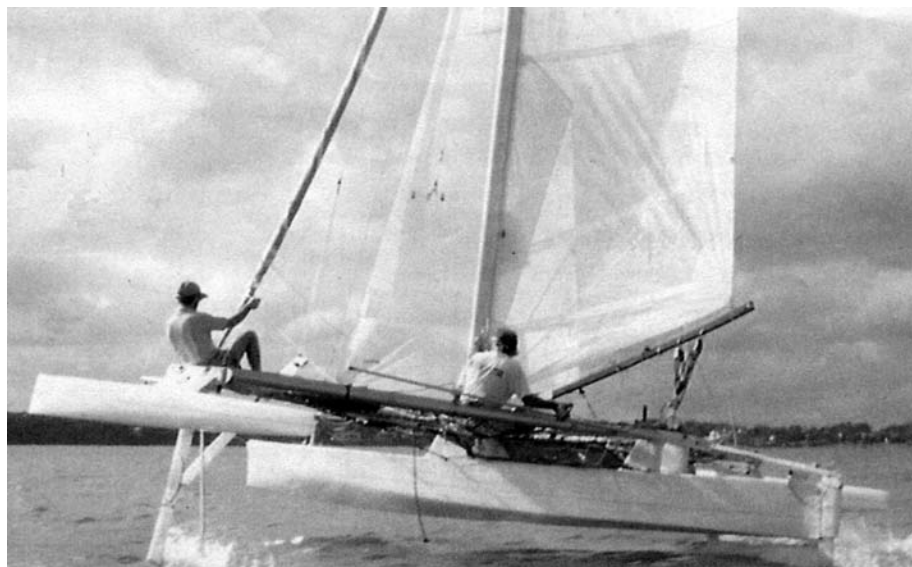
Dr. Bradfield is an aeronautical engineer who worked on early supersonic aircraft. He built hydrofoil sailboats while teaching at Stony Brook Long Island, at Southampton in England, and at Florida Tech, where he formed Hydrosail Corp. with Tom Haman and Mike McGarry. Hydrosail is in Melbourne Florida, phone (321) 723-0733.

He has helped others, including Ketterman and Long whose Tri-Foiler reached 50mph on a special course. At this speed foil cavitation is a barrier not encountered by windsurfers which have reached higher speeds. So Dr. Bradfield turned to developing rugged boats usable over a wide range of conditions and courses, able to pass racing multihulls around the marks.

In 1992 his 21' HS21T stayed with the larger Hobies if water bound with foils retracted. If the wind picked up, it shot ahead with speeds twice wind speed, with up to a 30% speed advantage.

In 1998 his 16' Rave began production and now has 150 dealerships. One dealer is Windline at Stuart Florida, phone (561) 334-6053. Although the Rave is raced and can beat daysailers, it was designed as a dependable daysailer. To keep price affordable it has a shorter mast and hulls than optimum and hulls of molded polyethylene, which are heavier but very durable. The prototype Rave is still going strong despite abuse by Florida Tech students new to sailing.

The Rave and HS21T handle swells and bay chop very well. The next challenge was rough ocean offshore and inshore conditions. Since 2004, Hydrosail's new 41' Scat hydrofoil has performed very well in two Miami to Nassau races which had large, steep, irregular, breaking Gulf Stream waves. Half the fleet did not finish. Though it is a prototype, it finished second and fourth against some of the world's best skippers in optimized designs. It would have placed higher if funds had permitted a taller rig with a bigger spinnaker for light winds. It was leading near Nassau when the wind fell too light to lift the hulls out. But the foils still raised the boat enough to reduce wetted surface and keep the boat moving.



Sam Bradfield's HS21T gets foilborne in 8kts of wind.

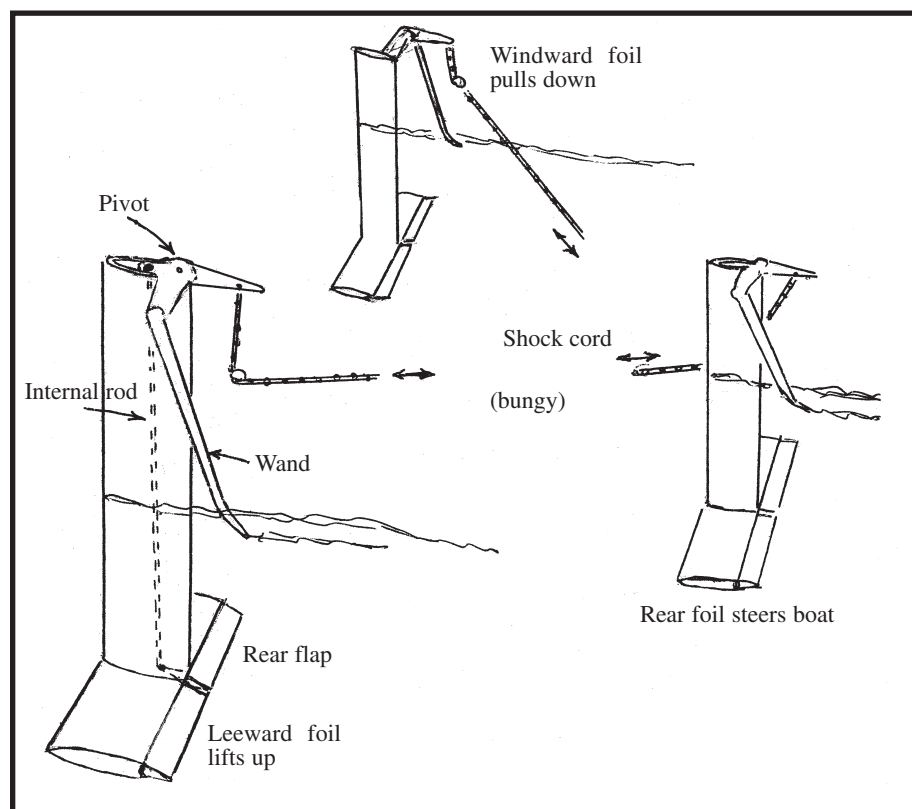
The illustration shows how the trailing wand design moves the flap on the foil to hold a constant height above the water surface. A bungy cord is adjusted to filter out smaller waves for a smooth ride and to aid control in puffy winds. To lift the hulls out of the water, the rear foil is pulled to depress the stern, increasing lift forward.

Other lines lift or lower the foils. The Rave is steered with foot pedals. The Scat can be steered from three hydraulic steering positions. In each boat everything can be controlled from the cockpit. These hydrofoils are extremely maneuverable. They can turn 180 degrees in a boat length. The rear foil steers the boat and provides much of the lift. The downwind foil in the Rave typically lifts about 1200lbs and the upwind foil pulls

down about 600lbs. The angle of incidence of the downwind foil can be adjusted to 2-1/2 degrees and the upwind foil kept at 0 degrees on the Scat. Some Rave owners have installed this capability.

Ongoing runs with Scat continue to improve performance, particularly for courses tacking upwind and or downwind where foils have had less advantage. At one time Hydrosail offered add-on foils for existing boats, but unless the strong, light cross beam(s) of his designs were fitted, structural cracks were encountered.

Tom Haman of Hydrosail has done much of the fabrication, all of the modifications, and teaches others to sail these boats. He answers the phone at (321) 723-0733.





I was alone in my kayak. The wind, 28-30kts., was really pushing me around. Now I was paddling dead against the wind. It had taken me a long time to reach this bay, I worked very hard to get there. As I rounded the peninsula into this bay, Qaarusuk, in the Upernavik region of Greenland, it seemed strange to me the wind stopped blowing. Usually in the Arctic the wind is everywhere because the topography is such that it just veers around corners. Here the wind just canceled itself out, a very interesting situation which I cannot quite explain. The inside of this bay seemed to be where the winds met and stopped.

The bay was about half a mile long and flanked by 100' tall cliffs and rocks. At the end to the right I saw a possible landing spot on some rocks, a flat area not quite large enough with submerged boulders along the edge and to the left and backed by steeply angled but rounded granite. The waves had flattened to swells but the swells were still 3'-4'. I looked at the rocks and looked at the swells. I realized that there would be nowhere in this area where the swells would be any smaller.

I decided that I could probably successfully land, however, as I looked at the rocks appearing and disappearing beneath the swells I realized that this would be a risky landing. I made ready with my long bowline in hand. On my way out of my kayak I was okay until I happened to accidentally hook my right foot into the armhole of my lifejacket. I had forgotten about that lifejacket which had been lying over my legs. I fell out of my kayak because I could not step out as the wave dropped me over the slightly submerged rocks.

I floated free from my kayak and instinctively reasoned that I must grab the boulder I was floating over. I grasped the boulder as the surging swell pushed me over it, luckily it was only an arm's length beneath me. I did this just before the wave was about to rebound carrying me out into deeper water. From my whitewater experience I knew that I had to quickly get up on my feet and get out of the swell surges, otherwise I would be nearly helpless floundering around in the water, especially water mixed with ice. Any leak in my drysuit would be disaster.

In a moment I was able to stand up in the water with my bowline in hand and climb the rocks up onto dry land. I was very lucky that the rocks I happened to be climbing on were smooth surfaced hypersthene granite. If the surface of the granite had a coarse crystalline surface texture it might have been sharp enough to slash open my drysuit sock instantly. I was very glad that I had adhered to one of my learned maxims from past ice experiences. A long bowline of 25' of polyethylene or so is a very necessary line on a kayak because this line allows me to handle situations involving ice and difficult landing situations as well as to tie the boat down.

Getting my Kayak Up Steep Rocks Using Paddles As Capstans

By Gail E. Ferris
gaileferris@hotmail.com
<http://www.nkhorizons.com/index.html>

Once I was up on the rocks I had to choose a place to bring up the boat. I decided my only option was a short but dry ramp flanked with very steep granite rising another 8'-10' above the water. I lifted and pulled up one end of my kayak out of the water on the surges and then the other end with relative ease just above the waves. I positioned my kayak safely out of the wave surges.

Now the next decision was how to get my kayak up these rocks without damaging the hull. These rock faces were so steep that with just my slightest mistake I could lose my kayak by it rolling over back down right into the water. My first order of business was to lighten the kayak by unloading as much as possible so that I could relatively easily get the boat up the rock face. I opened the deck ports and retrieved my shoulder cargo carrying bags I had sewn myself from nylon pack cloth. I filled them with the tent bag, sleeping bag, dry bag, clothing bag, food dry bag, cooking stove, pot, and utensils. I gathered together and carried up to the top of the rock face everything I would need for the evening including camera and electronic gear.

I closed up the loading ports and the cockpit so that nothing would fall out should the kayak roll over. Getting that kayak up those steep rocks without it accidentally cutting loose was an engineering challenge. In most places I could not walk directly across the rock because the rock was too steep and slick. I had to go down to the bottom and walk where I could from one end of my kayak to the other.

I decided to design a capstan system for my kayak. With the aid of the capstans I could maintain control and position of both ends of my kayak while I was lifting one end at a time. My capstan system would be made by looping separate lines from my bow and stern around the shafts of my paddles, then returning them to me. I was going to lift the kayak from each end while I held the ends of these lines so that I could limit the distance the kayak would roll if I lost control of it.

My paddles would need to be secured. Although they say don't dig clams with your paddle, I had no fear the Werner Wenatchee paddles were not strong enough for this project. I needed some crevasses or boulders as high on the rock face as my line would allow above and off to the side of my kayak and

spotted some on both sides of the rock face in usable positions. I wedged my paddles into these and propped them up making them into levers. I did not think I was going to exactly lift or open the granite with my paddles but the paddles would be sturdy enough to bear the weight of my kayak.

I ran my bowline around the shaft of one paddle and my Colorado Kayak Supply 50' polypropylene throwline on the stern around the shaft of the other paddle and ran those lines back to me at the kayak. I knew just by looking that these rocks were much too steep for me to get the kayak up end by end without it cutting loose and rolling straight down into the water. These rocks were too steep to use chocks under my hull, they would have just rolled into the water, too.

I tied two pool noodles as circles under the hull a third of the way back from the bow and the stern to keep my hull off the rock and to make the kayak easier to lift because it would not be resting on the rocks. I planned to lift the hull by sliding my forearms beneath the hull or by lifting from above depending on what position I might be forced to use. I expected that I might have to resort to lifting the boat from beneath on my forearms to have the most stable position for my kayak and me. I wanted to be able to set it down and then easily reposition it.

Each time I moved the kayak I needed to find the most stable new position. This would require setting it down until I found the most stable position for it to rest in. I positioned myself below the kayak at the stern and tensioned the capstan lines. Both lines had to be kept tensioned at all times because each time I lifted one end of the hull the hull might just pivot on a bulge in the rock below instead pivoting on the opposite end. The kayak would just seesaw back and forth. No progress would be made. With line securing the opposite end the kayak would pivot on that opposite end.

From below I lifted the kayak bow up the rock face as high as my arms would reach, adjusting the tension as necessary so that the kayak would climb the incline. Then I readjusted the lines as I was walking to the opposite end. I did not want to lose any uphill progress by a momentary slackening of the lines. I then positioned myself under the stern and lifted adjusted and set it in a stable position. Foot by foot I lifted the kayak without losing it down the incline.

I then had to set up a second capstan position farther up the rock because I was lacking a second throwrope. I had one precarious moment near the top when I was limited to setting my kayak on bulbous rock and it leaned over on its side just about to rollover. I was glad I had closed up the cockpit because loose objects would have tumbled out and down the slope. Once my kayak was up on the top it was just another sunny day in the Arctic.

The resin cured okay in my cool shop and I now have a shell of a boat. This shell is still quite flexible so it stays on the leveled horses for a while longer.

I have a sheet of 9mm plywood that I bought for the transom, bulkheads, and other parts. I started by cutting off a 10" slab for my centerboard. This lightened up the sheet considerably. I next brought the remainder of the sheet into my shop and set it up on a pair of low horses that could be slid under the boat.

Remember that I am developing a plan as I go, so I dug into my endless supply of cardboard and began working on the pattern for the two bulkheads. I knew about where I wanted the bulkheads to be, so I measured from the bow back getting a point that looked right then measured back the same distance on the far side. I repeated this for both bulkheads.

I next cut a chunk of cardboard about the shape of the center section and began a bit of trial-and-error trimming moving the pattern closer to my forward marks with each trim. When I was satisfied with the fit I did the same for the stern bulkhead. These patterns got transferred to the 9mm plywood and cut out.

I planned to use some round screw-in hatch covers in the bulkheads so I wanted to cut the holes before installing the bulkheads. I had bought the hatches that I needed earlier and removed the cover from its frame. The round cover plate is the size that the hole must be cut to fit the frames. The forward bulkhead gets one 6" hatch on either side of the center board trunk. The rear one gets one 5" hatch in the center. I drew them out carefully to keep things symmetrical and then sawed them out.

I next primed both parts with epoxy prior to tabbing them into place. I tacked the bulkheads in place with a few flat-headed wire nails. I was careful to leave the heads above the surface so they could be easily removed later.

The bulkheads got taped in place using a fillet and bias tape much the same way the main seams were done. I did my fillets on both sides. These bulkheads are an important structural part of the boat and I don't want them to fail. When these parts had cured the boat was a lot stiffer.

My next job would be installing the center board trunk and mast step. The trunk I built up with 9mm sides and some 7/8" pine that I cut from a 2"x4". I wanted the trunk to fit vertically inside the boat yet give the board a backward rake. The front and rear ends of the trunk were cut from a 7/8"x3" piece that I milled and trimmed for length. This piece was now ripped diagonally to provide the after rake that I wanted. I glassed the inside of this box with epoxy before assembling it with bronze boat nails. After it was assembled I gave it a coat of epoxy.

When these parts cured I fitted this assembly into the boat, making the final trim with my bench sander. This part got tabbed in just as the bulkheads had been. I used a large fillet around the bottom and up the sides where it fitted against the bulkhead.

I next built the mast step. It is a box similar to the trunk, only 2"x 2-1/2". I assembled one side and one end, then the other side and end. These assemblies got glassed before the halves were joined. Now I had a mast step but was not sure where to mount it. Time to do my math. Finding the center of effort for



In My Shop

By Mississippi Bob Brown

a spritsail is not terribly difficult. This is covered well in Jim Michalak's book.

Finding the center of resistance was a little more challenging. I leveled the boat on what I guessed would be its sailing lines, then drew a water line along one side by measuring up from the floor. I rolled the boat over and attached a cardboard mockup of the center board with its rake. I did an estimate of the large skeg that I planned to use and scaled all this down and made a cardboard cutout of that part that would be below the water. I used Jim's trick of balancing this cutout on a knife edge and found the center of resistance.

I found that the mast step should be much farther back than I had expected. If my figures are right the mast step should be on top of the centerboard. I thought about that for a while. While I was thinking about it I pulled out all the wires that had held the boat before taping, a mix of copper and soft iron wires. I cut each wire near its twist, then broke out the torch to heat the wires. The heat softens the epoxy, allowing the wire to be removed. Copper is a far better conductor of heat and the copper wires came out easily. The iron wires were a bit of a fight.

The mast step had to be close to the trunk but I needed some room to get the board in and out so I decided to attach them to each other with a small spacer. I wanted

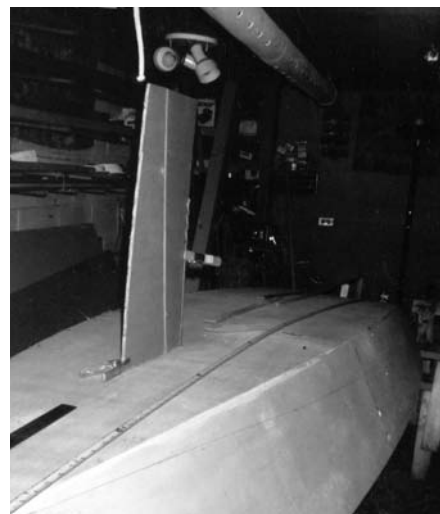
the mast to be nearly vertical so this spacer developed a taper to make the step plumb. I fitted another partial bulkhead forward of the step. This bulkhead is basically a thick deck beam that would take the loads that the mast could create. All of these parts got glassed in at one setting and I double tabbed the ends of the bulkhead. I don't want to be fixing the mast step after the deck is in place.

The inside of the hull now got a complete coating of epoxy before rolling the boat again, to glass the outside. I glassed on one layer of 6oz cloth over the 4mm plywood hull. Under the forward end of this sheet I glassed on three additional layers of glass over the stem to give the boat the abrasion resistance that I wanted.

The corners of the stern got two layers as I had glassed the transom and 2" onto the bottom previously. When this glass job was half set I rolled on a second coat of resin to help fill the weave of the glass.

When I continue I will install some deck beams and the upper gudgeon.

I wanted to have this boat tested in time for our Minnesota Messabout in June. I'll let you know if I made it next issue. It may still be a rowboat but I'm planning to make a polytarp sail and find out just what kind of drowning machine I have created.



Estimating the finished bottom shape showing cardboard centerboard and drawn waterline.

The bulkheads, centerboard trunk, and mast step assembly looking forward.





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More Mastmaking At Philadelphia Wooden Boat Factory

Reprinted from the *Mainsheet*
Newsletter of the
Delaware River Chapter TSCA

In January and February work continued on *Marion's* hollow mast at the Philadelphia Wooden Boat Factory. To speed the job, Tom Shephard custom built a lathe for rounding and smoothing the glued up spar based on a design that appeared in an old issue of *WoodenBoat* magazine.

Look out *Blackberry Seeds*! We'll be ready for the "Tuckup Worlds" this June!



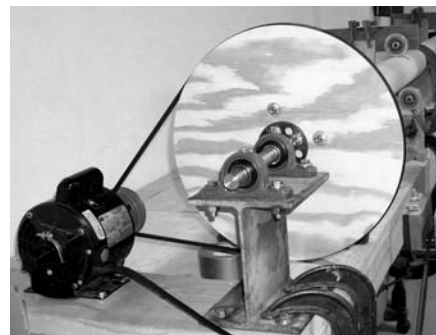
Tom rounds the edges of the plywood flywheel on a router table.



Getting down to business: Paul Skalka (dark shirt), Dan Noble (gray vest) and Tom use sanding belts, turned inside out, to shape the octagonal mast sections smooth and round.



The wheel is edge grooved to accept a drive belt.



The completed lathe drive assembly: the flywheel is mounted to a propshaft, which sits inside a pair of sturdy roller bearings and bolted to a substantial I-beam to reduce vibration. Don't try this at home!



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Lofting ducks, (whales, as they are sometimes called) are becoming very collectable and it can be difficult to find them or afford them. The new ones are essentially the same, just haven't sat on the shelf long enough to become antique or collectable. So what?

Well, Mr. Pete Peterson of Portland, Maine, has taken these contemporary ducks and added his artistic talents, painting various duck faces to them, 15 different ducks in all. Pete Peterson is a real artist and has real bonifidies. His wife, Jane, is an artist and photographer as well. His ducks look great! They make perfect nautical gifts or decorations, but they are also real tools and can be used for their intended purpose, lofting.

My Lofting Ducks

By Pete Peterson

Lofting ducks used to be commonplace in boat shops and design offices. Some people call them spline weights or drafting whales, but these days, whatever you call them, they are sort of the buggy whips of the boatbuilding industry. Many folks, of course, use computer designs. Some of us still use lofting ducks, partly from being throwbacks and partly from not doing enough design or lofting to warrant a computer program, but more importantly for the aesthetics of seeing a curve full size, fair and sweet to the eye, and being able to change it. Whatever the reason, finding good looking, quality ducks today is not a trip to Wallyworld.

As a result, I visited many of the boat shops around Maine and WoodenBoat School in Brooklin, Maine. I looked at all the different types I could find. From these I carved one which I felt would typify what was the best in terms of beauty and function. I had no intentions of making more than a set of 15 for myself. Just as a lark, I painted them to resemble different ducks. I put a picture of them on our family website, www.boatsofwood.com, and soon I was getting inquiries from all over the planet! I don't make many and each set is made with the idea that this will be the set that I get to keep for me. So far, that hasn't happened!

I like the idea that every gram of lead I melt into a duck will probably never get used to make a bullet. Good thought, isn't it?

Pete Peterson, 105 Carlyle Rd., Portland, ME 04103-3427, (207) 807-8012.

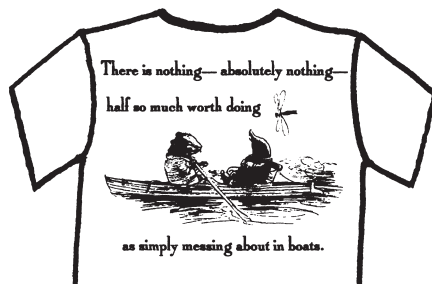
Ducks In A Row

By Greg Grundtisch

I always wanted a set of lofting ducks, not that I do any lofting of any degree, I just liked the way they looked. When these painted ducks came along with faces on them I just couldn't resist. I had to have them. They just looked sooo good. I do not often become so self indulgent unless there's beer involved, but when I looked at these ducks on the website I decided that it was a real investment. So I bought the whole set (15). They have already increased in value as I was made a really nice offer for a few of them.

I'm keeping them all and building a display case for them. This will add to our retirement portfolio, so that if the Social Security money I've heard about is gone or in a lockbox in a federal reserve in West Virginia somewhere and cannot be accessed for its original purpose, I'll have ducks to sell. Just like Grandma when she sold chickens after the Depression got the family's savings.

Pete Peterson is also an amateur boatbuilder. He has built some really nice looking boats. He also has standard lofting ducks available in gloss or flat black. They look very good, too. If you care to look you can check his website at boat-sofwood.com or call him at (207) 807-8012.



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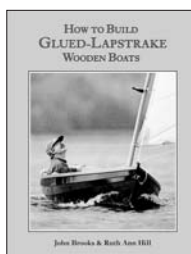
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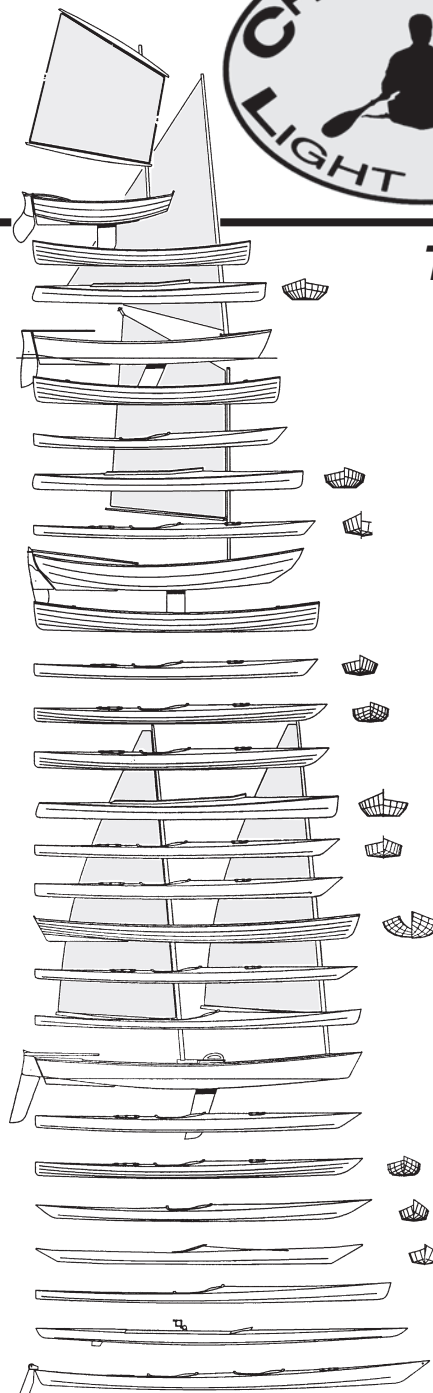
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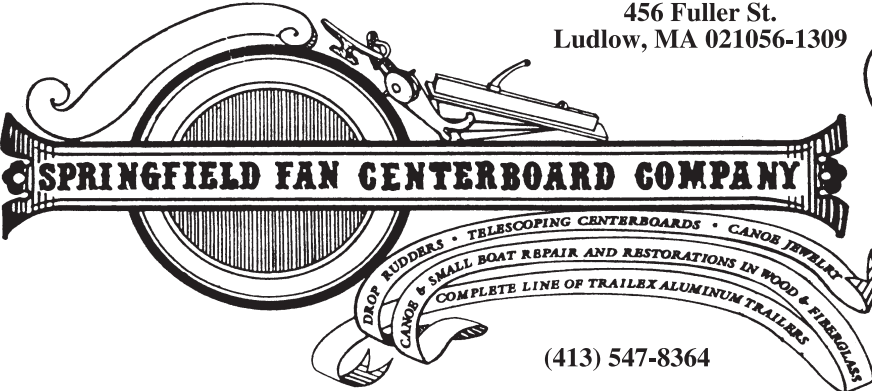
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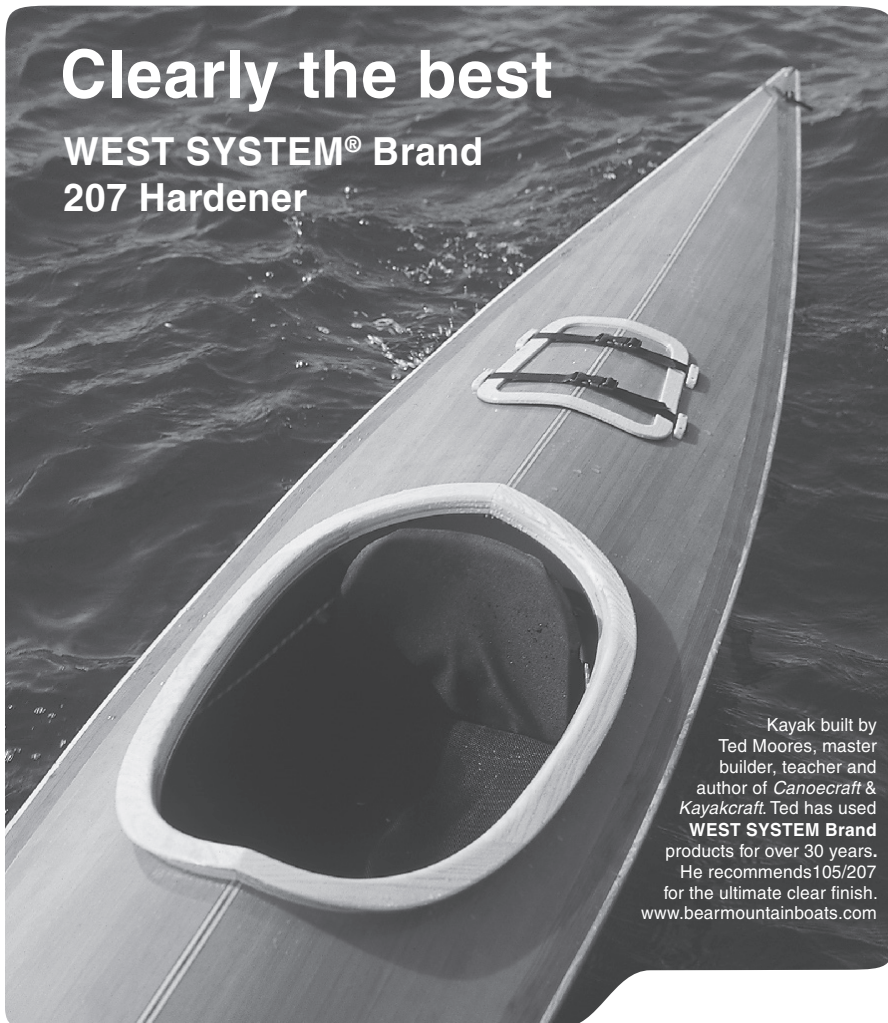
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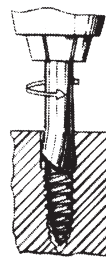
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BOATS FOR SALE



14' O'Day Javelin, rare fixed keel, trlr, Evinrude Yachtwin ob. \$2,000.
SUSAN HANKIN, N. Dartmouth, MA, (508) 993-4176 (5P)

12' Scott Canoe, fg. \$375. 10' Wilderness Tarpon Kayak. \$275. Both in vy gd cond. bo.
CHARLES MENDEZ, Wantagh, NJ, (973) 875-1631 (4)

28' Samurai E-M Sloop, \$8,000.
"DOC" CASS, Wellington, ME, (207) 683-2435, <edeshea@tdstelme.net> (4)

16' Piscataqua River Wherry, '92. Pine planks over sawn oak frames. Built '92 from Mystic Seaport plans. Traditional riveted construction. Recently refurbished & freshly painted. Ready to row, compl w/ new pr spoon oars. Will help w/transport in southern NE. Pictures via email. \$2,000.
BILL ARMITAGE, Mystic, CT, (860) 245-0732, <bill-armitage@comcast.net> (5)

1890s J.H. Rushton 13' Iowa Pleasure Boat, beautiful (same as photo after page 124 in Atwood Manley's book *Rushton and His Times in American Canoeing*). Planking, decking, gunwales exc. Bottom 6" of some ribs missing, easy repair. Set into decks are 2 brass pennant holders and unique brass plate reading "J.H. Rushton's Boats & Canoes - Sold by the H & D Folsom Arms Co. 3-14 Broadway, New York." Totally seaworthy. Pictures available. \$5,800.
LEE ROSENTHAL, Wallkill, NY, (845) 895-3137, <leerosenthal@frontiernet.net> (4)



Graeme King Wooden Rowboat, w/2 fixed rowing positions & passenger seat. Weighs 80lbs. Easily transported on car roof racks. 4 sculling oars. Rudder, mast, spritsail, leeboards. Fast. Sails well upwind. \$7,500.
STEPHEN RICHARDSON, Exeter, NH, (603) 778-8032 (4)

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Mail to *Boats*, 29 Burley St., Wenham, MA 01984, or e-mail to officesupport@comcast.net. No telephone ads please.



Whitehall Pulling Boat, 15'6" LOA, 3'8" beam, white fg hull (only) by Grand Mesa Boat Works (Jim Thayer). All else genuine mahogany by builder; thwarts, gunwales, floor grating, transom knees, breast hook. Bright half oval brass over mahogany half round sheer rub rail. Bronze fastenings. Thwarts bright finished varnish. All other mahogany oiled. Interior finished Bristol Beige. 2 rowing stations each w/pr of 9" demountable outriggers. Oarlock sockets adjustable fore/aft. Flotation fore/aft. Compl w/1pr of classic varnished spruce oars 7.6"oa, mahogany staff w/flag aft & boat cover. A real beauty. In water 1 season. As new. \$3,800.

BOB ABRAMSON, Stonington, CT, (860) 535-3699, <buy4us@ciomcast.net> (4)

21' Paul Gartside Sloop, plank on frame hull, oak backbone, copper fastened. She wants a reasonably skilled person(s) to finish. Asking \$26,000.
JOHN DAVIES, Sedgwick, ME, (207) 326-8704, <jmjdav@prexar.com> (4)

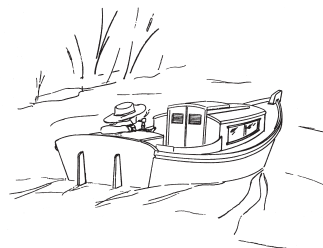


Bolger Designed 16' Seahawk Skiff, PVC gunwale guards & spray rails. Original cost \$2,300. Used only lightly, built w/mahogany plywood fibreglassed, epoxy & SS fastened, 2 rowing stations. My age & lack of strength reason for sale. \$1,400.
HANS WAECKER, 47 Bowman's Landing Rd., Georgetown, ME 04548, (207) 371-2282 (4)



21' Piver Trimaran, folds on trlr, mast tabernacle, roller furling genoa, full batten main, self bailing cockpit, kick up rudder, depth finder, masthead light, fg on ply, low aspect keel draws 20". Lovingly customized & well maintained able sailer. \$1,900 obo.
RANDALL BRUBAKER, Somerville, MA, (617) 629-2114 (4)

12' Penn Yan Cartopper, '50s, restorable. \$350.
JIM MANNING, Beverly, MA, (978) 922-6655 (4)



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CHESAPEAKE MARINE DESIGN, (410) 544-9553, <cmdboats.com> (5P)



Classic Whitehall Sail & Rowing Boat, white cedar planks on oak ribs, oak stem & keel, cherry sheer strake, transom & seats; copper rivets, bronze screws. Spars & kick-up rudder incl. Nds sail. Built to plans from Mystic Seaport Museum. Stable, rows & tows well. Fresh varnish & paint. \$4,900.
HOWARD FORD, 391 Glenbrook Dr., Auburn, NY 13021, (315) 258-0803 (4)



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GARY BLANKENSHIP, Tallahassee, FL, (850) 668-9826 (5)



Bolger Light Scooner, 23-1/2', marine ply/epoxy/bronze. Green & cream. See *MAIB* 2/1/04, Bolger's *Thirty Odd Boats*, <http://www.ace.net.au/schooner/build.htm#start> (Tim Fatchen & the *Flying Tadpole* in Australia). Like new cond, used less than 100hrs (crew grew up, moved away). All equip. Trlr, bearing buddies. Motors avail. \$3,800 inv, come see & make offer. DAVID BOLGIANO, Havre de Grace, MD, (410) 272-6858 (5)

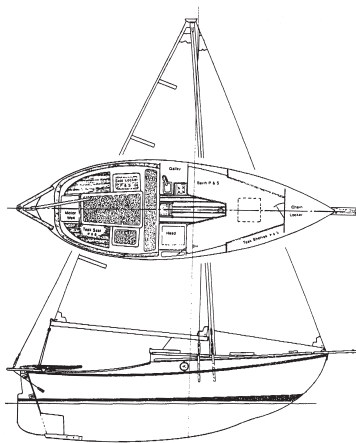


18' Classic New Haven Sharpie, '83. Professionally built for me by Kenny DeHoff, fine woodworker, boat builder & sailor. Cat-ketch rig w/3 mast steps. Marine ply/epoxy/cloth over sassafras superstructure, total refurb this yr (all Interlux), solid Douglas fir masts, round stern, bright mahogany coaming, brand new cypress flr bds, bright cb case, exc Galv Magic Tilt trlr, exc 4hp Evinrude twin. Original owner. A sweet sailer that stands totally ready today. \$6,500.

DAVE THOMASSON, Oak Ridge, TN, (865) 712-7879 <david.thomasson@state.tn.us> (5)

'86 Sea Pearl Vortex Vextok, in gd shape. Trlr just rblt incl new axle & tongue jack. New bunks installed last year. Sails are vertical batten from Super Sails, about 4 yrs old in exc shape. Hvy duty transom-bolted-on motor mount (the type made from 1-1/2" welded aluminum). On board electrical system incl running lights, power cable for trolling motor, & auto bilge pump which converts to a ballast tank fill/drain through clever application of bypass valves; all proper w/breakers & fuses. Also have spare removable gunwale motor mount, 2 spare tires for trlr, custom cover (constructed from blue poly, but it works), & a crude trailer dolly to throw into the mix. Photos & other details available, call or write: Asking \$4,000 but will talk.

BRIAN SALZANO, Patchogue, NY, (631) 225-2166, <b@tinybrain.org> (5)



24' Classic Seaforth Double Ender, '79, prof restoration '03 w/all Perko & bronze, fresh water boat to date. 2/6" draft, 4,000lbs displacement, 7'4" beam. 8hp Yamaha w/alternator barely broken in, sails prof overhauled & never struck. A definite head turner, dark green & white. Solar panel, Ronstan vang. Too much more to list. Located on Cape Cod, MA. Photos at <caribbeanlight@aol.com>. \$8,500 obro, or consider trade for Dovekie or Shearwater.

NORMA OTTMAN, Hilton, NY, (585) 392-4623, (585) 737-4623 (5)

14'6" Cape Dory, 51" beam, gunter rigged, 85sf new Dacron Schurr sail w/reef pts. FG hull, alum spars, 50lb new steel cb, new spruce oars, boom vang. This 200lb dory is really a large Whitehall as described in Roger Taylor's *More Good Boats*. A simple unstayed rig for quick setup & classic design. Rows vy well, has been restored. \$1,500. New Minn-Kota Riptide 40lb thrust electric motor for auxiliary power available for \$200. No trlr. Can be seen in Lowell, MA.

KEVIN HARDING, Ctr. Lovell, ME, (207) 925-1205 (5)

'83 Seapearl 21, in exceptional cond! They made the old ones good you know. Retrofitted water ballast tanks (no leaks at all). Brand new (never used) camper top. 2 extra center cockpit tents, 1 made from a Eureka tent and one sprung in place with battens. Tonneau cover. Almost new Magic Tilt trlr (never submerged). Classic teak rails just refinished. Brand new bottom job from Marine Concepts (sanded, faired & epoxy barrier coat). Sailed once since the new bottom. New boot stripe. Tiller tamer & extension. Compass. 2 sailing rigs, marconi & lug, both in vy gd cond. '96 Honda 2hp ob (still starts with 1 pull) modified so it can be refilled from a remote tank while running, squeeze the primer bulb. Aft bimini & of course oars. Gel coat still glossy. Small bow pulpit to hang an anchor. Stern pulpit removed because it interfered w/tiller, but I still have it to remount it in a slightly different way to clear the tiller. It will come with the boat. The rudder blade could use painting, otherwise pretty much perfect. \$5,800.

STEVE ANDERSON, Ormond Beach, FL, (386) 673-0852, <hwal@aol.com> (5)

15' Trimaran, plywood, vy fast, easy assembly. \$500 ob.

JULIA MILLS, Louisa, VA, (540) 967-4727 (4p)

18' MFG Erie, '66. Classic lapstrake lines in fg. 120hp I/O. Vy sound boat. Fresh water only. Trlr incl. Compl description may be accessed at mfg-boats.com.

BOB GROESCHNER, New Milford, CT, (860) 354-8048, <karamaru@charter.net> (5)

Mad River Explorer Canoe, kevlar, length 16'6", weight 54lbs, capacity 1,100lbs, designer Jim Henry. Strength: 12 layers of kevlar in high wear areas. Lovely green, ash rails, front seat has cane back. Mahogany decks. In water 6 times on quiet lakes. \$900.

GUY GILLETTE, Yonkers, NY (4P)

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Sunfish Hull.

"DOC" CASS, Wellington, ME, (207) 683-2435, <edeshea@tdstelme.net> (4)

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MAIT EDEY, Vineyard Haven, MA, (508) 693-3350 (4)

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NORS, P.O. Box 143, Woolwich, ME 04579 USA, Tel 207.442.7297 Email <norsman@carwe2.com>, Web www.norsgear.com (TFP)

New Honda OB, 2hp short shaft.

HANS WAECKER, 47 Bowman's Landing Rd., Georgetown, ME 04548, (207) 371-2282 (4)

'50s Johnson Sea Horse OBs, 10hp. \$150 ea.

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JOHN NICHOLSON YACHT DESIGN LLC, Alexandria, VA, (703) 946-4635 <http://www.jni-nicholson.net> (13P)



Egret 17' Skin-on-frame Kayak, easy to build; many covering options. Plans, patterns, detailed instructions \$55. SASE for more info.
ROSS MILLER BOAT DESIGN, PO Box 256, West Mystic, CT 06388 (4P)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858 (TF)



Li'l Beauty, a 35lb touring kayak, can be built w/only \$85 in materials in either 12' or 14' lengths, in 2 short wknds! Being a boat camper I've often slept in comfort in the 7' cockpit, in my sleeping bag! Construction manual has color photos & full-size templates for only \$20ppd. check payable to Walter Head.
HOBBYCRAFT KAYAKS, 1178 Laurel Fork Rd. Vilas, NC 28692 (TFP)

Robb White & Sons Sport Boat, handy, pretty, proven 16' x 43" strip planked skiff. Will plane with 2 adults with 4hp. Full sized mold patterns, complete instructions. \$75. SASE for photos & specs.
ROBB WHITE & SONS, Box 561, Thomasville, GA 31799 (TFP)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)



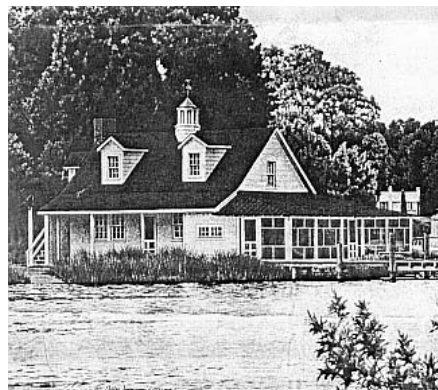
Nutmeg (aka \$200 Sailboat), Bolger design, 15'6"x4'6". Plans w/compl directions. \$20.
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@ec.rr.com>

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CAPTAIN, PO Box 432, Cross City, FL 32683 (5)



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Tahitiana: 32' sailboat, steel. Redesign of Jack Hanna's famous Tahiti. Ketch or cutter rigged. 31'6" LOA, Beam 10'2", Draft 4'4". Displacement 14,000-18,000lbs. Includes arrangements, lines, table of offsets, rigging sections, ketch and cutter sail plans, outboard and inboard profiles, etc. 7 sheets, booklet, *Steel Yacht Newsletter* reprint, and original article reprint that appeared in *Motor Boating & Sailing*. \$150.

Cherub: 23' sailboat, steel. Redesign of Sam Rabl's popular little sloop Picaroon. Sloop rigged for easy handling. 23'3-1/2" LOA, 19'4-3/4" LWL, Beam 8'5-1/2", Draft 3'8". Plans include 4 sheets and suggested bill of materials. Displacement 5,000lbs. Includes construction and arrangement drawings, lines, table of offsets, sail plan, outboard and inboard profiles, etc. \$135.

Tintillee: 18' utility style inboard launch, steel. Includes lines, arrangements, outboard profile, construction drawings, table of offsets, scantlings, etc. 6 sheets and article reprint. \$85.

Elco 26: Original 26' classic cruiser, wood. Original Elco design, redrawn by designer Tom Beard. 26'1" LOA, Beam 8'6", Draft 2'3". Includes arrangements, lines, table of offsets, construction drawings, profiles, etc. Plans include article reprint from *Elco Boating*, published month to month by the Elco Works, Bayonne, NJ, 1929, and complete list of specifications. 5 sheets. \$85.

Poor Richard: 21' skipjack hull, wood. Various configurations shown in the plans are cruising launch, sailboat, open launch, gill net fisherman, etc. Includes lines, table of offsets, construction plans, arrangements, scantlings, etc. 3 sheets and article reprint. \$85.

Diana: 25' classic fantail stern launch, wood. Includes outboard profile, arrangements, lines, table of offsets, framing plans, scantlings, etc. 3 sheets. \$85.

Trumpet: 18' rough water clinker-built runabout, wood. This is a modified v-bottom outboard powered pocket cruiser with cuddy cabin and bunks forward. 6'6" beam. Includes 1958 original article run in *Sports Afield's Boatbuilding Annual*, lines, table of offsets, construction plans, inboard and outboard profiles, and other details. \$85.

Jenny Wren: 21' sailboat, canoe stern yawl, wood. Designed originally by C.G. Davis, 1905, scaled and redrawn by E. Weston Farmer, 1976. Includes construction plans, lines, table of offsets, outboard profile, sail plan, rigging section, etc. 3 sheets. \$65.

Galatea: 23' sailboat, fixed keel, wood. 23' LOA, 8'3" Beam, 3'10" Draft. Includes sail plan, lines, construction drawings, table of offsets, arrangements, inboard profile, rigging section. 4 sheets. \$80.

Shore Bird: 14' flat-bottom outboard skiff, wood. Here's a little "Grain Belt Yacht," in the words of the designer, for those lazy fishing days with a beer, out for sunnies or perch. As easy to build as baiting a hook, she features a built-in live bait well. Includes construction drawings, outboard profile, plan of bottom, etc., and article reprint. 3 sheets. \$50.

Irreducible: 10' inboard launch and is just what the name implies. Includes lines, construction plan, table of offsets, article reprint. 1 sheet. \$25.

Assassin: 16' double ended launch, wood. Includes lines, table of offsets, scantlings, arrangements. 1 sheet plus article reprint. \$25.

Kingfisher: 17' utility launch, inboard or outboard. Includes 2 profiles, arrangements, lines, table of offsets, construction plans. 3 sheets plus article reprint. \$85.

Rob Roy: 15' combination canoe and kayak. "She's a combination boat with two sheer heights. You'll use her as a one or two-man canoe, a one-man rowboat, or even as a large kayak," says the designer. "You launch and get into her just as you have built her, like a porcupine makes love, carefully." Includes article reprint, construction drawings, profiles, offsets. 3 sheets, plus article reprint. \$50.

Piute: 25' sensible deep sea runabout, wood. Go where far shores call, go when you want to go regardless of rough water in this fine family boat. Includes lines, offsets, profiles, construction drawings, etc. 4 sheets plus article reprint. \$65.

Simplex: 18' military type outboard cruiser, wood. Beam 7'6". Two bunks forward. Includes lines, offsets, construction drawings, etc. 4 sheets plus article reprint. \$65.

Robinson Crusoe: 26' cruiser, clinker built, wood. Includes outboard profile, lines, offsets, scantlings, arrangements, construction plans. 4 sheets plus article reprint. \$80.

Sun Dog: 30' cruiser, wood. Lines of 30' Elco but a few inches shorter. 9' beam, draft 2'2". Includes outboard profile, arrangements, lines, offsets, construction plans. 4 sheets and article reprint. \$80.

Badger: Outboard modified dory, wood. 16'1" LOA, 4' beam, 275lbs. Plans include original article from *Sports Afield Boatbuilding Annual*, lines, offsets, profile, construction drawings, and suggested bill of materials. \$65.

Sun Dance: A sporty little 17-1/2' outboard cruiser with a beam of 6'. Designed for 25-30hp outboard motor. Hull is wood, mahogany carvel planking. Designer calls her a "cruisemite." With this unique arrangement plan, sleeping is done under the spray, hood canopy, leaving the fore cabin for dry duffel, a practical setup. Plans include lines, offsets, construction drawings, arrangement plan, outboard profile, article reprint, etc. 3 sheets. \$80.

Whistler: A little 15'9" runabout, light enough to go on a trailer with ease. Beam is 5', draft is 15-1/2" under the propeller tip. Simple to build strip construction makes her fast and inexpensive. Speeds to 22kts. with the Brennan Imp or equivalent for power. Includes lines, offsets, construction drawings article reprint, etc. 4 sheets. \$80.

Sure Mike: A military style outboard cruiser, 21' LOA with a beam of 8'. Designed for approximately 50hp outboard motor with speeds to 22kts. Designed for easy building, Roomy bunks, a galley and head make for big boat comfort on extended blue water cruises. Can be inboard powered with Gray Model 620, 60hp Universal Unimite, 60hp Chris Craft 8, or equivalent. Topside strakes are of marine grade plywood, bottom is seam-batten planked. Includes lines, offsets, construction drawings, profile drawing, arrangement, article reprint, etc. 3 sheets. \$80.

(All prices listed are PPD first class for domestic 50 states. For foreign air mail, add \$15). Weston Farmer Associates, 7034-D Hwy 291, Tum Tume, WA 99034.

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The photo above was taken by Bob Hicks during the Blackburn Challenge. The going was easy in this portion of the race. Competitors later encountered 6-ft seas. The chair of the race committee, Tom Lawler, later said, "We are ashamed we let that race go on. If we ever have conditions like that again, we are going to cancel the race."

Paul Neil, the man at the oars, has won his class in the Blackburn eight times in a row....something never done by any other competitor in any boat.

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July 29-31 Stowe Arts Festival, Stowe, VT
July 30-1 Antique & Classic, Skaneateles, NY
Aug 5-7 Champlain Valley Folk Festival, Ferrisburg, VT
Aug 5-7 Hildene Crafts Festival, Manchester, VT
Aug 5-7 Antique & Classic Clayton NY
Aug 12-4 Art & Crafts Festival, Lake Placid, NY
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